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TROOPSHIP FRACAS.

SERGEANT WHO WAS A MONEY-LENDER.

The case against Private James Boyle, of the King's Own Scottish Borderers, who is charged with the attempted murder, by stabbing, of Sergeant A. Kerr of his Battalion, was opened before Mr. R. E. Lindsay yesterday at the Central Police Court.

Major F. G. Flood, R.A.M.C., who attended to Sergeant Kerr in the ship's hospital, said the man was brought to him in a state of collapse produced from loss of blood. On examination, he found a clean-cut incised wound, one-and-a-half inches long, in the left side of the chest, extending to the ribs but fortunately not penetrating any vital organ.

After that first treatment, Sergeant Kerr ceased to come under his care, as the case was then transferred to the Medical Officer in charge of the ship's hospital. At Colombo, witness saw the patient being handed over to the Medical Officer in charge of the port, Lt.-Col. Myles.

A long carving-knife, covered with blood-stains was handed to witness, who stated that it could have been the type of weapon used to inflict the stabbing blow from which the wound was produced.

Witness also gave treatment to a man named Pye, who was suffering from an ordinary flesh wound in the right arm; also Boyle, the accused, who was brought to him later that night. Boyle had two cuts on the scalp and also two incised wounds in the right upper arm, which were of a trivial nature, and only required two stitches each.

Mr. Fitzroy: In your opinion, was he perfectly sober?

Witness said that Boyle was evidently very much shaken up, but although not normal, witness did not put it down to alcohol.

Further Evidence.

Sergeant Ringar, 1st. Batt. Norfolk, said he was sleeping on the main deck, just outside the Sergeant's Mess, when he was aroused by a voice considerably raised, and using very bad language. On opening his eyes, the first thing he saw was a knife, stained with fresh blood, lying on the deck beside his bed. He picked it up and put it away under the bed for safety.

He then saw a man coming towards him, doubled up and with his arms pressed across his chest. It was Sergeant Kerr. As he approached, blood oozed between his fingers.

As he was taking the wounded man to the Medical Officer, witness saw Pte. James standing across the deck, talking to Boyle, and shouted over to them to accompany him to the Medical Officer.

It was to Sergeant Jones that witness later handed the blood-stained knife.

Sergeant C. R. Moore, 1st. Batt. Norfolk, who was Provost Marshal of the ship, said he saw Boyle, who was brought to him by Pte. James at ten-past-one that night. Boyle was later put into a cell, and it was then noticed that his clothing was all covered with blood.

On the No. 1 Main Deck, up which he went to investigate, witness saw Boyle with the knife produced in Court, by Sergeant Jones. The blood was then still fresh on it.

After being given treatment by the Medical Officer, accused was returned to his cell, under a very strong guard.

Questioned by the Court as to Boyle's condition when taken into custody, witness said Boyle was quite sober but he would not say anything.

A Money-Lender.

The first member of the K.O.S.B. called was Private Saxby, who was mess orderly of Mess No. 7 on board the Somersetshire. He spoke of missing a knife on the afternoon of October 19 and of seeing it again the next day in the orderly room. He said that the knife in Court was very similar to the knife which he missed.

Witness said he did not drink and could not say if the defendant had any drink on the night of the affair.

OBITUARY.

DEATH OF KOWLOON DOCK ELECTRICIAN.

His colleagues in Kowloon Dock and many friends in the Colony will learn with regret the death of Mr. Frederick Charles Coleman, who passed away at the Government Civil Hospital yesterday. Mr. Coleman had not been in good health for some time past, and on Monday his condition was such that it was found necessary to remove him to hospital, where he gradually grew worse and died about fifteen minutes yesterday.

The late Mr. Coleman had been a resident of the Colony for about twenty years. He was head electrician at Kowloon Dock, a position that he filled with credit to himself and satisfaction to his employers. The annual Dock dances were made all the more pleasurable by the extremely effective and novel lighting arrangements introduced by Mr. Coleman.

Mr. Coleman took little interest in sporting activities, the only exception being lawn bowls, at which he was a very keen exponent. He played for the Kowloon Dock league team on a number of occasions.

The late Mr. Coleman served in the South African war in the C.I.Vs. He came from the South of England, being a native of Luton, and served his apprenticeship with Crompton and Co. as an electrical engineer.

Forty-four years of age, he leaves a widow and one child (a boy), with whom the deepest sympathy of all their friends will be extended in the heavy bereavement they have been called upon to bear.

The funeral will take place tomorrow (Sunday) afternoon, passing the Monument at 5 o'clock.

Asked if he had questions to put to his witness, the defendant asked the witness if he could say whether Sergeant Kerr was a money lender. Witness replied that he knew the Sergeant lent money and had himself borrowed money from the Sergeant.

In answer to the Magistrate, the witness said that he once borrowed five shillings for one week and the interest which was paid on that loan was one shilling. The defendant's second question to the witness was whether the latter could say if any rambling went on, on board ship. Witness replied that "Housey" and "Crown and Anchor" were played. Witness could not say whether the defendant won or lost any money in particular.

Asked who ran the "Crown and Anchor" board, witness replied that it was in charge of some privates on board ship. Private Lunn, also of the K.O.S.B., deposed that on the night of October 19, he, defendant, and another man, were having a sort of "sing-song" during which they had a few drinks. He estimated that the amount of beer which the defendant took was about three pints and added that the latter was quite sober. He did not know of any trouble between the Sergeant and the defendant.

Crown and Anchor.

Defendant: Do you know if Sergeant Kerr owned a "Crown and Anchor" board?—Yes, he owned a board.

Mr. Lindsay: Which he ran?

Witness: I don't know about that, sir.

You never saw him running a game?—No sir.

Defendant: Do you know if he gave it to me to run?—Yes, he did. Do you know the conditions on which he wanted me to run the board on?—Yes. You were to pay him five shillings of every pound you won.

Is "Crown and Anchor" illegal?—Yes, it is illegal among the troops.

Witness added that he understood that if defendant was caught with the "Crown and Anchor" board, the Sergeant was to get him out of trouble.

Defendant: Do you know if the Sergeant was a money lender?—Yes.

Do you know what interest he charged?—Fifty per cent, from one pay day to another, that is, one week.

His Worship: Did you ever hear of the accused being in debt to the Sergeant?—No, sir.

To your knowledge was there any quarrel between them in connection with the "Crown and Anchor" board?—No, sir.

Another private from the K.O.S.B. named Kelly, also gave evidence. He said he did not know if the Sergeant had a "Housey" set, but had heard that the Sergeant was a money-lender.

Private Andrews, of the K.O.S.B., in his evidence stated that he had once run the "Housey" set for the Sergeant and was paid five shillings out of every pound which he earned. On one occasion, the Sergeant had proposed to witness and three others, one of whom was the defendant, that they should run the "Crown and Anchor" board on the same basis.

Defendant: What was he going to do if we were caught running it?—Oh! He was to have nothing to do with it.

After Inspector Lane had given evidence as to the statement made by the accused when charged, which was just the word "No," the case was remanded, his Worship remarking that if the injured Sergeant were not in Hongkong by December 9, the defendant would be committed for trial on the present evidence.

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SAM: "CAN YA BEAT THIS, SARA? MRS. WHOPPER'S MARRIED AGAIN, AN' GONE TO HOUSEKEEPIN'! SHE'S COMIN' IN FOR THIS LIST O' GOODS."

HUH! AN' SHE'S 'TH ONE ALL 'TH DIVORCE SEARVAL WAS ABOUT JUST A SHORT TIME AGO.

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WOMEN AND PEACE.**LADY SELBORNE ON MODERATION.**

York, Oct. 18.
The National Council of Women, in conference at York to-day, with nine dissentients passed a resolution regarding the renunciation of war.

The resolution urged that the Government should make it clear that Great Britain refused to use war, or the threat of war, in international negotiations by undertaking to refer disputes to arbitration, and doing all in its power to secure a general reduction in armaments. Mrs. Abbott (Open Door Council) moved a resolution, which was carried, demanding equality of conditions of men and women in industry in regard to night work, overtime, and holidays, and that provisions of factory legislation should apply to all workers, irrespective of sex. "I do not believe there are any moral reasons against night work for women" (she said), "and if there were I should say the worst thing to do would be to keep women out of it. Weight lifting seems to attract a certain sturdy type of woman. Women carrying heavy weights in the chemical industry of Glasgow have been described as being beautiful, so graceful is their carriage."

Miss Stead (National Union of Women Teachers) declared that it was safer for women to walk through the streets of big cities in the early hours of the morning than about seven o'clock at night.

Mental Deficiency.

The conference carried a resolution asking for pressure to be put on the Board of Control and Local Authorities to make adequate provision for the care and control of the mentally deficient.

The Countess of Selborne made a plea for moderation. "Those who understand mental deficiency" (she said) "yet so interested in the subject that they want to provide accommodation far in excess of the standard of comfort demanded by the rest of the population. The expense of keeping mental defectives is almost prohibitive."

Mrs. Keynes (Cambridge) speaking on the work of Juvenile Courts, stated that the legal phraseology in which charges were framed was Greek to the bewildered child, and was difficult to explain in simple language.

SALT GABELLE.**MR. T. V. SOONG ISSUES OFFICIAL STATEMENT.**

Nanking, Nov. 16.
Mr. T. V. Soong has issued a statement concerning the new salt regulations.

He recalls the purposes for which the Salt Gabelle was created, and goes on to say:

"While the service of the Reorganisation Loan itself has always been met from the customs surplus, other loans consolidated under the Reorganisation Loan Agreement will be fully met by the Ministry of Finance. However, it has been found necessary to revise the regulations governing the administration in order to make it an effective part of the National Government under the exclusive control of the Ministry of Finance. The Inspectorate will no longer be entrusted with the custody of funds, except those provided by the Minister of Finance to meet the service of the loans. The Minister of Finance assumes full responsibility for making adequate provision for the loan services."

Mr. Soong has appointed Liu Tsung-yi, the Chief Inspector of the Salt Administration, and Mr. Hussey Freke the Associate Inspector.

Mr. Liu has been in the Customs for fourteen years.—*Reuter.*

A PRESENTATION.**NESTLE AND ANGLO-SWISS COMPANY'S MANAGER.**

There was a pleasant function in Lane Crawford's restaurant yesterday afternoon, when the staff of the Nestle and Anglo-Swiss Condensed Milk Company gave a tea-party with the dual object of welcoming Mr. H. C. Shrubsole from leave and bidding farewell to Mr. S. H. Langston, who is going on transfer to Java.

Mr. L. A. V. Ribeiro spoke on behalf of the staff, expressing their welcome to Mr. Shrubsole, and regret at the departure of Mr. and Mrs. Langston. He then read an illuminated address from the staff, which was presented to Mr. Langston, who was also the recipient of a silver smoking set. Mrs. Langston was presented with a beautiful model of a sedan chair and bearers, in silver. The gifts were suitably acknowledged.

Paris, Nov. 16.

It is confirmed that M. Paul Boncour is resigning his post as French delegate to the League of Nations.—*Reuter.*

NEW LIGHT ON MARX.**UNKIND PORTRAIT BY OTTO RUIHLE.**

Vienna, October 11.
A rather sensational book, "Karl Marx: Life and Work," from the pen of Otto Ruihle, has been published by the Hellerer Verlag. The author gives a portrait of the founder of theoretical Socialism entirely different from the traditional one.

Marx, born at Trier in 1818, descended from many generations of rabbis, is described as a man of "orthodox intolerance," the son of a father who became a Protestant "Marx," says the author, quoting the opinion of a German Democrat of 1848, "was unbearably arrogant, respecting no opinion but his own, and tolerating no contradiction."

Despite his Jewish descent, Marx is described as a vehement anti-Semite, who called Lassalle "Baron Itzig." Lassalle, himself a Jew, wrote: "I have hated two things in my life—the Jews and the literary men, unfortunately I am both!" Lassalle almost adored Marx, who, however, treated him with contempt. When in 1862 Lassalle came to London, Marx, who was always in financial trouble, borrowed £15 from him and later on 400 thalers. Notwithstanding, Marx spoke of him later in disparaging tones, and expressed himself frivolously when Lassalle met his death in a duel.

Ruihle tells that Marx considered Bakunin, the great Russian revolutionary, a dangerous competitor, and, despite Bakunin's services, morally ruined him, calling him a "sharper" and "thief." Bakunin, on his part, calls Marx vain, jealous, madly puffed up with his own greatness, spoiled by the adoration of his followers, and a kind of "doctrinaire Pope."

When Marx wanted to get rid of a competitor, he reported him to the police as a "dangerous person." Although desirous of being the complete "proletarian," he wore an eyeglass and ate caviare. Only one friend, Friedrich Engels, was patient enough to put up with him through life.

THE CORONATION.**STATE BANQUETS MARK END OF ROYAL CEREMONIES.**

Kyoto, Nov. 16.

To-day, shortly before noon, was held the first of the two state banquets marking the successful conclusion of the auspicious events of the past few days. The second will take place to-morrow, after which other banquets and celebrations of various kinds will follow. These will continue until the 26th of this month, when their Imperial Majesties will set out on their return journey to Tokyo.

The main events during this intervening period will be the visit of the Emperor and Empress to the Grand Shrine at Ise on the 20th, to report to the Sun Goddess that the accession ceremonies have been completed, and their visit to the mausoleum of Jimmu Tenno, the first Emperor of Japan, at Utsunomiya on the 23rd. Similar visits will be paid to the mausolea of the Emperors Ninko and Komei, the 120th and 121st Emperors of Japan, on the 24th, and to the mausoleum of the great Emperor Meiji at Momoyama on the 25th.

On the occasion of each of these visits, Their Imperial Majesties will be accompanied by a military escort and special rites of worship will be performed. Finally, after leaving Kyoto on the 26th and breaking the journey at Nagoya where they will spend the night, the Emperor and Empress, together with their personal retinue of princes and princesses, ritualists, high officials and others, will enter Tokyo in state the following day, and the elaborate ceremonies marking the accession of the Emperor to the Throne will be brought to a conclusion by grand naval and military reviews a few days later.—*Reuter.*

MYSTERY OF GIRL'S DEATH.**WERE INJURIES CAUSED BY A MOTOR-CAR?**

An appeal to motorists or others to help with information was made by the Ewell coroner at the inquest on Miss Dora Smith, who was found dead in Cheam-road recently.

The police doctor said there was no evidence of the girl having been run over. Her injuries had been caused by something blunt used with considerable force. It looked as if she was dragged along the ground.

The inquest is to be resumed in three weeks' time. Miss West who was 24 years of age, had been living at West-street, Epsom.

The impending retirement is announced of Lieutenant-Colonel the Hon. G. A. Anson, who has been Chief Constable of Staffordshire for about forty years. He is uncle of the present Earl of Lichfield.

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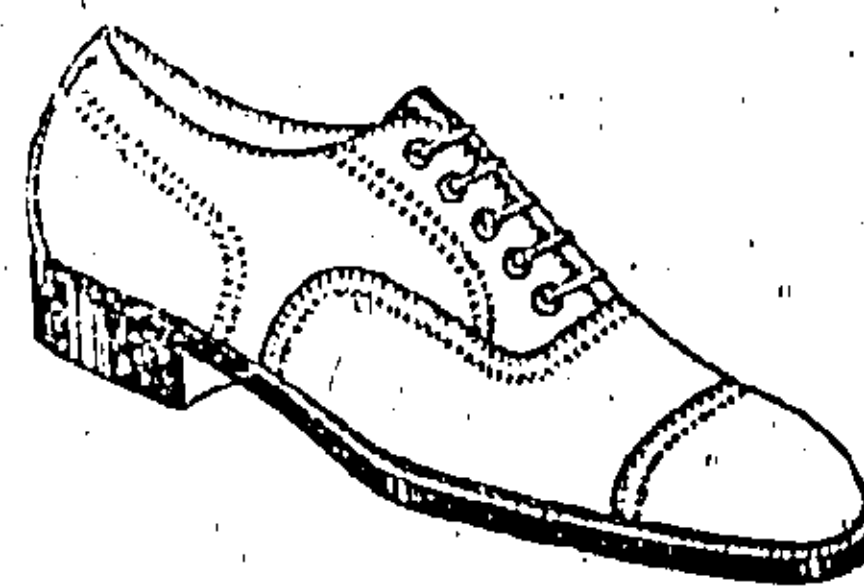
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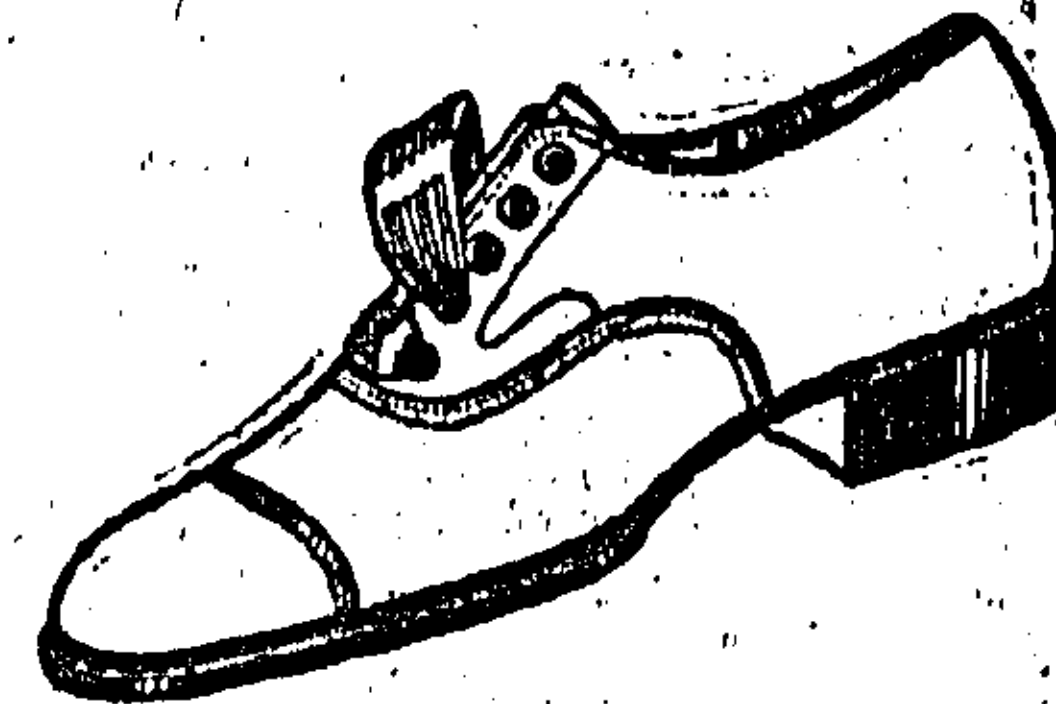
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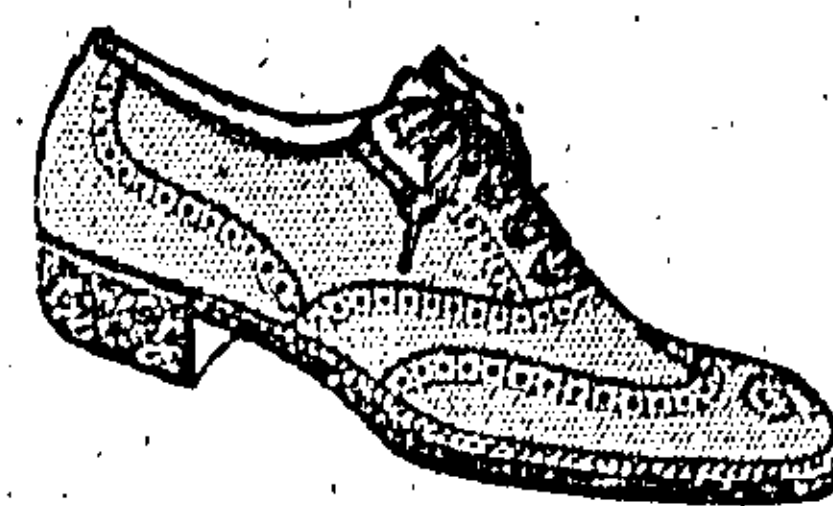
A "Keltic" shoe popular in every sense. Made in Scotland with a buoyant sole, neat toe punching and made one less fitting round the ankle, give a very snug fit.

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TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Fraya Road. Phone C547.

TO LET.—Four roomed bungalow together with garage on motor road near Magazine Gap. Fully furnished, modern conveniences. Available immediately. Apply P. O. Box 22.

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New Advertisements.

NOTICE.

KOWLOON DOCK RECREATION CLUB.

Owing to the death of Mr. F. C. Coleman, the Closing Day Celebration arranged for to-day, of the Kowloon Dock Recreation Club, Bowls Section, has been postponed.

ST. STEPHEN'S COLLEGE.

Prospect Place, Bonham Road. The New School Year begins December 3rd. Entrance examination, for New Students, Saturday, December 1st, at 9 a.m. For Prospectus, for Boarders and Day-boys, apply:—

ST. STEPHEN'S COLLEGE.

Prospect Place.

HONGKONG JOCKEY CLUB.

Draft programmes and Entry Forms for the Eighth Extra Race Meeting to be held on Saturday, 1st December, 1928, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables. Entries will close at 12 o'clock noon on Wednesday, 21st November, 1928.

HONGKONG FOOTBALL CLUB.

The new Clubhouse at Happy Valley will be opened on Saturday, 17th November, 1928, at 4 p.m.

His Excellency the Officer Administering the Government has kindly consented to perform the opening ceremony.

All interested are invited.
W. PRYDE,
Hon. Secretary.

HONGKONG ST. ANDREW'S SOCIETY.

St. Andrew's Ball will be held in the City Hall on Friday 30th November, 1928, at 9.30 o'clock. There will be a Practice Dance there on Friday 23rd November, 1928, at 5.30 p.m. Members intending to be present are requested to send in their applications as soon as possible to E. M. BRYDEN, Honorary Secretary, c/o Lowe, Bingham & Matthews.

FANLING HUNT

Steeplechases.

SATURDAY, NOVEMBER 24th

First Bell 2.30 p.m.

First Race 3.00 p.m.

Special Train leaves Kowloon 1.50 p.m.

Returns 5.40 p.m.

Reduced Fare \$2.00

First Class Return

Includes Admission to Enclosure.

MACAO RACES

Eleventh Extra Race Meeting

Sunday 18th Nov. 28

(Weather Permitting)

First Race 1.30 p.m.

Admission to Public Enclosure 40 Cents

Admission to Members Enclosure \$1.00

Special Race Steamers with Special Fares.

Sui An leaves Hongkong 8 a.m.

Tai Shan .. 9 a.m.

Sui An .. Macao 4 p.m.

Tai Shan .. 5.30 p.m.

BOOK THE DATES

DECEMBER 12th and 13th

ANNUAL EXHIBITION OF PICTURES BY HONGKONG ART CLUB

Hongkong in Colour by local Artists.

PICTURES FOR SALE

CHURCH NOTICES.

Twenty-fourth Sunday After Trinity.

LOCAL SERVICES.

Union Church, Kennedy Road. Minister Rev. F. C. Young. Sunday, November 18th. Morning Service. 11 a.m. Preacher: The Minister. Sermon "The Death of a Wrong Idea." Hymns 86, 764, 146, 462. Evening Service, Preacher, The Minister. Sermon. "Characters Searching for an Author." Hymns 38, 182, 187, 669.

St. Andrew's Church, Kowloon. Sunday, November 18th. 24th after Trinity. 8.15 a.m. Holy Communion. 10.30 a.m. Sunday School Service. 11 a.m. Morning Prayer and Sermon, Preacher The Vicar. 2.45 p.m. Sunday School, 6 p.m. Evening Prayer and Sermon, Preacher The Rev. E. K. Quick M.A. Wednesday November 21st Evening Service and Address.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station Sunday Service, 11.15 a.m. Subject "Mortals and Immortals." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

S. D. A. Hall Sunday night, November 18, 8.30 p.m. Subject: "The Great Spiritual Guide" by Pastor J. G. Gjording Evangelist and Lecturer from Shanghai, (corner Queen's Road and Duddell Street.) Bank of China Building, first floor.

"THE PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed and Six-Roomed APARTMENTS. with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to CREDIT FONCIER D'EXTREME-ORIENT, 4TH FLOOR, FRENCH BANK BUILDING.

BANNED BOOK RELEASED.

CUSTOMS DIFFER FROM HOME OFFICE.

The three hundred copies of "The Well of Loneliness," seized by the Customs at Dover on October 4, have been released. Miss Radclyffe Hall's book, which deals with an unpleasant and physiological subject, was it will be remembered, withdrawn by the publishers, Messrs. Jonathan Cape, Ltd., on the advice of the Home Secretary after it had been voluntarily submitted to his judgment.

A Paris firm—the Pegasus Press—then undertook publication, but the first consignment of books sent over to England was detained. The Continental publishers at once engaged counsel to appear before the Commissioners of Customs to show cause why the book should be released. Information that the copies have been freed has been given by the Commissioners to Messrs. Rubinstein, Nash, and Co., the London solicitors acting for the Pegasus Press.

"Apparently," the firm states "the Customs authorities have read the book, and contrary to the opinion reached by the Home Secretary, there is no harm in it, and that no grounds exist for its detention." The released copies of the novel will now probably be issued by the booksellers in the ordinary way.

Home Office in the Dark.

The Home Office were unable to indicate whether any action would be taken to prevent the book being offered for sale, nor would they state whether the Department had been consulted before the Customs authorities agreed on the release. In view of the opinion expressed by Sir William Joynton-Hicks, the news of liberation of "The Well of Loneliness" comes as a surprise. It will be interesting to see whether two different Government departments have reached contrary conclusions, and if so, how the difference will be settled.

Lammet's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 20th November, 1928

commencing at 2.30 p.m.

at their Sales Room, Duddell Street

A Quantity of Jewellery, Crystals, Silver and E. P. Ware, Statues, Clocks and Fancy Goods.

Jewellery

Diamond Rings, Diamond Ruby Earrings, Diamond Bracelet, Jade Rings, Brooches and Cufflinks, Gold (Repeater) Watch, Gold Chain, etc.

Crystal

Candlebras, Candle Sticks, Toilet Sets, etc.

Silver

Sterling Silver 10-inch Salver, Table Decoration, etc., etc.

also

Alabaster and Earthenware, Statuettes, and Ornaments, Ornamental Clocks and Fancy Goods for various uses.

(All the above goods are suitable for presents).

Terms:—Cash on Delivery.

On View from Monday, the 18th November, 1928.

LAMMET BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on FRIDAY,

the 23rd November, 1928,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Quantity of Valuable Household Furniture.

comprising:—
Haltstands, Tapestry Covered Couches and Armchairs, Glass Cabinets, Desks, Looking Glasses, Carpets, Bookcases, Victor Gramophones with Records, Teak Overmantel with Bevelled Mirror, Wall Clock, Camera, Oil Paintings, Pictures, Brass Ornaments, etc., etc.
Teak Dining Tables, Dining Chairs, Sideboards with Bevelled Mirrors, Dinner Wagon, Ice Chests, Dinner Crockery, Glass Ware, Cutlery, Gas and Coal Stoves, etc., etc.

Teak and Iron Bedsteads with Mattresses, Single and Double Wardrobes with Bevelled Mirrors, Linen Cupboard, Washstand, Toilet Crockery, Enamel and Shanghai Baths, Chests of Drawers, Commodes, Towels, Mosquito Nets, etc., etc.

A Quantity of Blackwood Furniture.

comprising:—
Joss Tables, Desks, Tea Poy, Marble Top Round Tables, Curio Cabinets, Jardinieres, etc., etc.
Catalogues will be issued.

On view from Thursday, the 22nd November, 1928.

Terms:—Cash on Delivery.

LAMMET BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on FRIDAY,

the 23rd November, 1928,

commencing at 5.15 p.m.

at their Sales Room, Duddell Street.

A Valuable Collection of Old and Rare Postage Stamps of Great Britain and Colonies.

comprising:—
Triangular Cape of Good Hope, Ceylon, Gibraltar, India, Irish Free State, Natal, New South Wales, New Zealand, Nyasaaland Protectorate, North Borneo, New Brunswick, Queensland, Samoa, South and Western Australia, Victoria, etc., etc.

On View from Thursday, the 22nd November, 1928.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMET BROS., Auctioneers.

POST OFFICE NOTICE

RADIO NOTICES.

The Radio Office is now situated on the ground floor of the P and O Building on Des Voeux Road, next to the General Post Office. This office is opened day and night.

All particulars as to ships in Communication, rates etc. may be obtained at the Radio Office as above. Radio Telegrams may be sent to Europe, America, Philippine Islands, Dutch East Indies and many other destinations; also to Canton and many places in South China. Full particulars at the Radio Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. XMAS LETTER MAIL FOR GREAT BRITAIN. Xmas Letter Mail via Marseilles for Great Britain will be closed in the P.O. at 1.30 p.m. on Tuesday, the 20th, inst. per s.s. Paul Lecat. This mail is due in London on the 23rd December.

It is notified for general information that dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

INWARD MAILS.

From	Per	Due
U.S.A., Honolulu, Japan, Shanghai and Europe via Siberia (London 25th to 27th Oct.)	President Garfield	November 17.
Shanghai and Swatow	Suiyang	November 17.
Europe via Negapatam (Letters and Papers) London, 18th, Oct.,	Takada	November 18.
U.S.A., Honolulu, Japan and Shanghai	Pres. Grant	November 19.
Straits	Hosang	November 19.
Manila	Pres. Jefferson	November 19.
Shanghai and Europe via Siberia (London 20th to 21st Oct.)	Titan	November 19.
Japan	Mahima Maru	November 20.
U.S.A., Honolulu, Japan and S'hai	Shinyo Maru	November 20.
Canada, U.S.A. Japan and Shanghai	Emp. of Canada	November 21.
Amoy and Swatow	Van Heutz	November 21.
Japan and Shanghai	Khyber	November 23.
London via Suez (Letters and Papers London 30th Oct.)	Empress of France	November 25.
Straits	Atsuta Maru	November 26.
Japan and Shanghai	Kitano Maru	November 30.

OUTWARD MAILS.

For	Per	Date and Time.
Straits	Svale	Sat., Nov. 17, 1.30 p.m.
Parcels for Germany via Hamburg	Saarbruecken	Sat., Nov. 17, 4 p.m.
Sam Shui and Wuchow	Ko Chow	Sat., Nov. 17, 4.30 a.m.
Haihow Pakhoi and Haiphong	Limchow	Sat., Nov. 17, 5 p.m.
Manila	Pres. Garfield	Sat., Nov. 17, 5 p.m.
Shanghai and Europe via Siberia	Kanchow	Sat., Nov. 17, 6 p.m.
Saigon	Prosper	Sat., Nov. 18, 8.30 a.m.
Haiphong	Compinas	Sun., Nov. 18, 9 a.m.
Bangkok via Swatow	Kiangsu	Sun., Nov. 18, 9 a.m.
Haihow, Pakhoi and Haiphong	Teon	Mon., Nov. 19, 8.30 a.m.
Straits and Calcutta	Kum Sang	Mon., Nov. 19, 8.30 a.m.
Swatow	Hydrangea	Tues., Nov. 19, 2.30 p.m.

Japan, Honolulu, Canada, U.S.A., Central and South America and Europe via San Francisco

President Jefferson .. Mon., Nov. 19, 3 p.m.
Reg. 4.15 p.m.
Letters 5 p.m.
(Due San Francisco 12th Dec.)

Shanghai and Europe via Siberia .. President Jefferson .. Mon., Nov. 19, 5 p.m.
Letters 6 p.m.

Swatow, Amoy and Foochow .. Haiyang .. Tues., Nov. 20, 1 p.m.
Amoy .. Suiyang .. Tues., Nov. 20, 1 p.m.

Saigon, *Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt, and Europe via Marseilles .. Paul Lecat .. Tues., Nov. 20, 1 p.m.

Registration .. 10 a.m.
Letters .. 1 p.m.
G. P. O.
Registration .. 12.45 p.m.
Letters .. 1.30 p.m.
(Due Marseilles 21st Dec. and mail due in London 23rd Dec.)

Manila .. Pres. Grant .. Tues., Nov. 20, 4.30 p.m.
Amoy .. Hosang .. Tues., Nov. 20, 5 p.m.
Swatow .. Kwongsang .. Tues., Nov. 20, 5 p.m.

Manila, Australia and New Zealand via Thursday Island .. Mishima Maru .. Wed., Nov. 21, 8.45 a.m.
Letters .. 9.30 a.m.
(Due Thursday Island 3rd Dec.)

Holhow and Bangkok .. Chinhua .. Wed., Nov. 21, 10.30 a.m.
Manila .. Emp. of Canada .. Wed., Nov. 21, 8.30 p.m.

Shanghai .. Hupeh .. Wed., Nov. 21, 1.30 p.m.
Straits .. Van Heutz Thurs., Nov. 22, 11.30 a.m.

Parcels .. Fri., Nov. 23, noon
Letters .. 1 p.m.
G. P. O.
Swatow, Amoy and Foochow .. Haiyang .. Fri., Nov. 23, 1 p.m.
Wei Hai Wei .. Haichow .. Fri., Nov. 23, 2.30 p.m.

Registration .. 2.30 p.m.
Reg. 2.45 a.m.
Letters 2.45 a.m.
(Due Marseilles 22nd Dec. Ship due London 20th December.)

Bangkok via Swatow .. Kaying .. Sun., Nov. 25, 9 a.m.
Holhow Pakhoi and Haiphong .. Chang Chow .. Sun., Nov. 25, 9 a.m.

Shanghai, Japan, Canada, U.S.A., S. and S. America and Europe via Vancouver, B.C. and Europe via Siberia .. Emp. of France .. Wed., Nov. 28, 2.30 p.m.
Registration .. 2.30 p.m.
Letters .. 2.45 a.m.
(Due Vancouver, B.C. 15th Dec.)

Straits, Ceylon, India, Mauritius, East and South Africa, Egypt, and United Kingdom via Plymouth .. Empress of Canada .. Wed., Nov. 28, 2.30 p.m.
Registration .. 1 p.m.
Letters .. 1 p.m.
G. P. O.
Registration .. 2.15 p.m.
Letters .. 2.30 p.m.
(Due Plymouth 28th Dec.)

TO-MORROW'S PICTURES

KARL DANE
GEORGE K. ARTHUR



"BABY MINE"

The famous comedy team of "Rookies" in another laughter film hit!

To-morrow at the

QUEEN'S

At 2.30, 5.10, 7.15 and 9.20

A Picture that will Thrill You!

THE MYSTIC

The exciting story of how a young couple fled the wealthy and how they finally won regeneration through love!

with

AILEEN PRINGLE
CONWAY TEARLE

MYSTERY AND SUSPENSE!

To-morrow at the

WORLD

At 2.30, 5.15, 7.15 and 9.20

BACK AGAIN!
THE FAMOUS COMEDIAN
IN ONE OF HIS GREATEST SUCCESSSES

HAROLD LLOYD

IN

GIRL SHY!

LAUGHS and thrills galore in this highly amusing story of a timid young man who made a secret study of the fair sex, but who was terribly afraid of them!

To-morrow at the

STAR

Continues 2.30 to 11.15.

EVER SINCE

1878



Three Castles Cigarettes have been manufactured to the same unvarying HIGH QUALITY STANDARD. It is the oldest brand on the market.

Furthermore Three Castles tobacco was famous long before cigarettes were smoked.

In his classic work "THE VIRGINIANS" THACKERAY wrote: "There's no sweeter tobacco comes from Virginia than the better brand than the Three Castles."

Three Castles
The Doyen of the Cigarette World.

EA-220 This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

Get a Brilliant Lustre on Your Floors and Linoleum



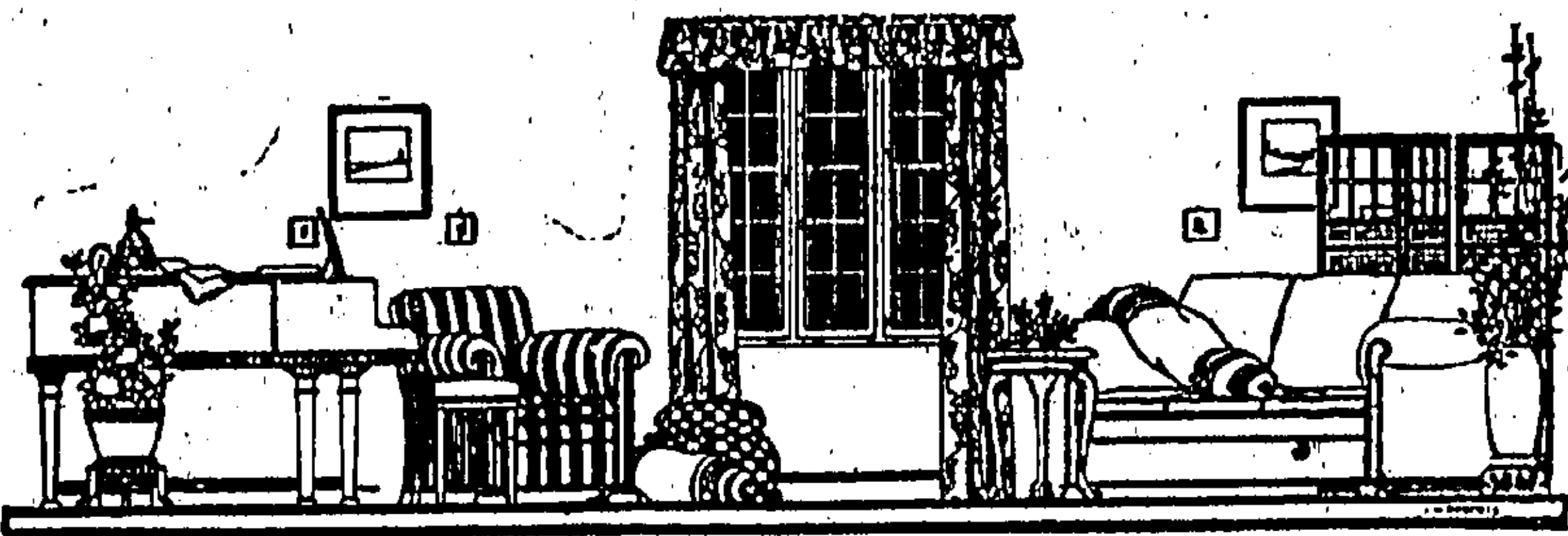
With Johnson's Electric Floor Polish, for hire or purchase at the leading stores, you can quickly and easily polish your floors, linoleum, etc., to a beautiful high gloss. Spread Johnson's Wax on the floor and by guiding this wonderful little machine easily over it, you will obtain amazing results. The cost is small and the polisher can be operated from any lamp socket. Johnson's Wax is invaluable for use on floors, linoleum, furniture, pianos, automobiles, etc.

For hire or purchase at the leading stores

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Art & Craft, Ltd., 41 Robinson Road
Larson & Co., Ltd., 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 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1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 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PASSING OF YUKON SLEDGE TEAMS.

DOGS BEING OUSTED BY AEROPLANES.

Quietly but effectively, during the last year or two, passenger aeroplanes have swept away one of the most picturesque characteristics of winter in the Yukon goldfields of Alaska. The long journeys through the snowy wilds by dog-team so vividly described by Jack London, Rex Beach, and Robert Service, are now a thing of the past, and dog sledges travel up in the frozen North will soon be as rare a phenomenon as hansom-cab tracks in modern London. Several companies operate air travel lines, and Alaska has already 40 commercial aerodromes—many more than exist in the British Isles. Practically all winter traffic between Fairbanks and Nome is now by air, and the Indians and Eskimos are now much more used to the sight of planes than are most rural Englishmen.

The development has come so quickly, however, that it has left numbers of traders landed of dried salmon which they plaintively declare that aeroplanes won't eat! Dried salmon, which is light, sustaining, and nutritious, is the sledge dog's "daily bread" on long winter journeys. As a result, the annual order of several tons, which has hitherto been given to the Yukon River fisheries during the summer, for drying and delivery in the autumn, has this year been cancelled for the first time.

The boom in air travel has caused big losses to the breeders of the specially hardy strain of dog capable of withstanding the rigours of the climate for journeys of weeks at a time, and good sledges dogs are now obtainable for prices which would have seemed incredible a few years ago. The change is generally regarded, however, as distinctly one for the better, in view of its avoidance of discomfort and hardship and the prevention in future of such dangerous emergencies as the fever epidemic at Nome, three or four years ago, when serum had to be brought over the snow by dog sledges for hundreds of miles before aid could reach the stricken town.

"MODERN GIRLS WITH AIMLESS LIVES."

—
DUCHESS OF ATHOLL
AGHAST.

"I could weep when I think of the hours girls seem to spend contemplating instead of reading," said the Duchess of Atholl, Parliamentary Secretary to the Board of Education, at a Mother's Union meeting at Mary Summer House, Tufton-street, Westminster, recently.

"Girls," she added, "ought to be taught how to use up odd moments. I am frankly aghast at the small number of people whom I meet in first-class railway carriages who read on a journey. I could count on the fingers of one hand the number I have been reading anything worth while while travelling in a train, and I could count on my toes those I have seen reading anything at all."

"The cinema is a potent influence in the lives of our young people, but too often it stimulates interest in sensation and arouses instincts which would be better left undeveloped till later in life."

"That aimless life of pleasure, waiting for the right man to turn up, is humiliating. We want our girls to have self-respect and independence. They can only get these by having some occupation."

"All girls should be taught games, as the best corrective against silliness and vanity; handwork and social service."

Character training based on religious teaching was also essential.

WORKERS' BEST

COST OF GOODS REDUCED BY
ADVERTISING.

"Advertising is a great national work. It must help the British trader to sell his goods and adapt himself to the markets, and we must see that the right kind of man is educated to take part in advertising," said Lord Kildell on taking over the presidency of the Advertising Association at the annual dinner at the Savoy Hotel recently.

"The future of the British Empire lies in telling the world what we are doing, and letting them know what we have to sell," he said.

Sir Edward Hille, M.P., said that advertising was the working man's best friend.

"Advertising, in my opinion," he said, "has done more than anything else to increase the standard of living, because it has made large scale production possible, and in that way has lowered the cost of various commodities."

He added that he would have advertising in its right place, which was not by means of bills disfiguring our beautiful countryside.

LORD BANBURY AND THE R.S.P.C.A.

CONDITIONAL OFFER TO CONTINUE.

The result of the recent poll on the question of the alteration of rules of the Royal Society for the Prevention of Cruelty to Animals with reference to the introduction of proxy voting was announced by Lord Banbury, the Chairman, at a meeting of the Council of the Society recently.

According to an official statement issued after the meeting 2,027 members recorded their votes in the poll, the figures being:

Alteration to Rule 5 (voting by poll)—Against, 994; for 880; majority against, 114.

Alteration of Rule 18 (voting by proxy)—Against, 1,041; for, 908; majority against, 133.

"The Chairman," the statement continued, "then tendered his resignation. Sir Robert Gower proposed that Lord Banbury be asked to reconsider his decision and to remain as Chairman until after the annual meeting."

"This was seconded by Mr. H. J. Selby, and the motion was carried."

"Lord Banbury stated that he would yield to the wishes of the Council on one condition—that he did not take the chair at the annual meeting. He then moved, seconded by Mrs. Penn Gaskell, that Sir Robert Gower, M.P., should take the chair at the annual meeting, and this was carried."

History of the Trouble.

The poll was the sequel to a series of stormy meetings of members of the Society resulting from a long-standing controversy on the subject of the export of old horses to the Continent and the Bill to exempt dogs from vivisection, though Lord Banbury alleged that the Hon. Stephen Coleridge, who led the movement, desired to put on the Council those who would endeavour to stop hunting and shooting. Mr. Coleridge denied that this was his object.

Last May, when the voting by proxy proposal was submitted at an extraordinary general meeting, Lord Banbury, who was in the chair, referred to a circular issued by Mr. Coleridge alleging that Lord Banbury had spoken against the Dogs Protection Bill. Immediately there was an outcry, and a demand that Lord Banbury should leave the chair. As order could not be restored, Lord Banbury adjourned the meeting.

Similar scenes were repeated when the meeting was resumed in August, and Lord Banbury, amid general pandemonium, read a statement and then left the meeting. Subsequently the proposed alteration of the rules was submitted to a ballot of the members, with the result stated above.



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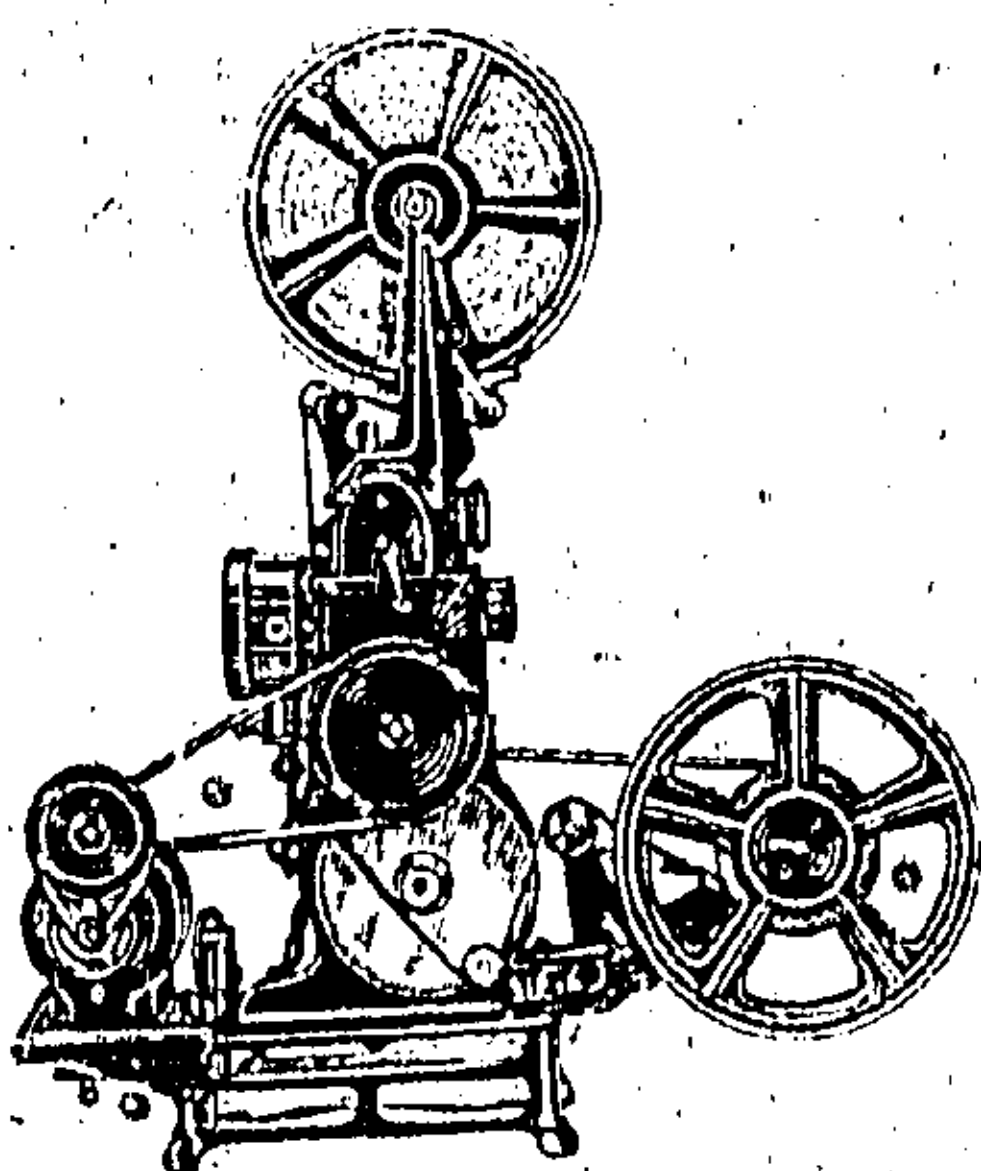
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CONVICT SAVES HIS DOUBLE.

AN INNOCENT MAN'S COURT ORDEAL.

An astounding case of mistaken identity was unfolded at the Old Bailey recently.

The man placed in the dock, Alfred George Weston, 35, an engineer, was charged with obtaining £4 by means of a forged money order.

Two men declared he was the man they met in a public-house at Hendon. Weston protested it was a case of mistaken identity. He had never been in that house.

The Recorder (Sir Ernest Wild) referred to an alleged confession by another man, who was brought up from the cells and put into the witness-box. He was slightly taller than Weston, but there was a facial resemblance.

Serving Five Years.

Sir Ernest Wild: The man in the dock is charged with forging a money order. Do you wish to give evidence? You are not obliged to unless you wish to do so.

The man replied that he would give evidence as Weston was innocent. Giving his name as Francis Atkinson, he said he was now in custody. He had been sentenced to five years' penal servitude for attempted murder, attempted suicide, forgery and theft.

Atkinson declared that he uttered the money order outside a public-house in Hendon. He purchased it from a post office. He believed in Sheffield. "I gave it to another man to alter, and then negotiated it myself," he added. "The other man was not the one in the dock."

The Recorder: Do you know the prisoner? No, I have never seen him. He is innocent of the charge against him.

Atkinson was then asked to write on paper various words, and the Recorder compared the writing with that on other papers. "It is a remarkable resemblance," he observed. The two men who had identified Weston were recalled, but did not identify Atkinson as the man who had come to Hendon. A third witness, however, said Atkinson was the man.

"I have been in my profession for more years than I care to remember," commented Sir Ernest Wild. "On the question of identity, I do not remember, either from my own personal experience or from what I have read, a more extraordinary case."

Weston was found not guilty and discharged. The judge remarked that there was no stain on Weston's character.

SCHOOL AGAIN FOR ALL ADULTS.

COMPULSORY LESSONS FOR TURKS OVER 46.

The move for better education in Turkey, which is being taken up so enthusiastically with the adoption of the new, simplified, Western-style alphabet, is now to be developed in another direction.

Now the Government is determined that not only Young Turkey and Official Turkey must learn, but that non-official adult Turkey also must take to the text-book.

After considerable thought, the Government has now published, through the Ministry of Education, its plans for adult education.

Provision is made for forming a "School of the Nation," in which the scholars are to be the whole of the population above the military service age, their masters 12,000 specially-recruited teachers, and their syllabus of two of the "three Rs"—"Reading" and "Writing."

By these means popular classes are to be organized throughout the country, and all men and women over 46 years must go to school.

While passing through a Turkish town recently, Mustafa Kemal, the Angora President, stopped and gave the local inhabitants a lecture on the new alphabet, himself writing the characters on a blackboard.

CHINA'S VANISHING SILK INDUSTRY.

SWATOW MERCHANTS TO ASK FOR GOVERNMENT RELIEF.

Swatow, Oct. 25.

In view of the fact that considerable dissatisfaction has been expressed recently in the United States and Europe regarding the deteriorating quality of Chinese silk, steps are being taken to approach the Central Government for financial aid to the industry in this province. It is pointed out that, in order to bring about an improvement in the situation, the Government should follow the example of the Japanese Government and render assistance to the industry instead of squeezing it through the means of complicated taxation machinery, as has been the case in the past five years. For the last ten years, committees and schools have worked incessantly to teach sericulturists that, in order to produce good silk, there must be good cocoons, but, on account of lack of co-operation and indifference on the part of the authorities, very little progress has been achieved.

It is true the Government has contributed money from time to time for the improvement of sericulture but what the government squeezed out of the industry in the guise of taxation was very much more than what it contributed. To make matters worse, there has been little, if any, attempt on the part of the authorities to control labour agitators and, since the labour unions came into existence, silkworm owners have been deprived of the power of engaging and dismissing workers.

The most discouraging sign in present-day conditions is that silk men are more willing to quit their business than to continue operating their silkworms. It is pointed out that the rapid growth of the Japanese silk industry, as in the case of the tea industry, has been due to government assistance, and that, unless the Nationalist Government comes to the assistance of the silkworm owners, the silk business will be lost to China, just as the Chinese tea-trade has been largely lost, in favour of Japan.

SALUTE FOR A GIRL GUIDE.

CHIEF SCOUT'S SIGN OF BROTHERHOOD.

There are more Girl Guides in the British Isles than there are Scouts. Possibly this is due to the fact that women come forward in larger numbers to take up the work among the girls. Perhaps there are more women with time to spare than there are men who are able to devote certain hours a week to the job of training boys.

The two movements—rightly called brother and sister—are now working in closer co-operation. To encourage this the Chief Scout and Chief Guide held what was called a Gemoot, a meeting of the heads of the two movements, and as a result useful work is being done.

Many Scouts have been asking lately whether or not they should salute a Girl Guide when they meet one in the street. I put the question to the Chief Scout, and this is his reply. It is of interest to both Guides and Scouts:

Well, my practice is to make the sign of the brotherhood with them by giving the half-salute, and a friendly smile. We are all of one family, Scouts and Guides, only some of us are too shy or awkward to show it when we meet. That is nonsense, of course, and the sooner we get over it the better.

Let us be the best of friends, ready to help each other at all times and to recognise each other as brothers and sisters in the same movement.

Already we hear of Guides and Scouts arranging combined concerts and displays. Among the older members—the Rovers and Rovers—co-operation is being established. Splendid work is being done in the way of service to the community, work which is suited to united effort on the part of these young men and women.

£2,800,000 CAPITAL CUT BY BEARDMORE'S.

SEQUEL TO INDUSTRIAL DEPRESSION.

Two Government Departments appear in the list of loan creditors of William Beardmore and Company, the big Scottish shipbuilding and engineering concern, which is reorganising its share and loan capital.

Industrial depression, over a number of years has resulted in heavy losses on this company's operations, and early last year the directors appointed a committee to devise a scheme for reducing the capital and to reorganise the company's finances.

The committee has now issued its recommendations, which consist of the writing down of the Six per Cent. Cumulative Preference shares from £1 to 10s. each, and the cancellation of arrears of dividend from July 1, 1924, while 19s. is to be written off each of the £1 Ordinary shares, practically all of which are held by Lord Invernairn.

The Preference shares in their reduced form will be entitled to a non-cumulative dividend of 10 per cent., free of income tax up to 4s. in the £, and will have the right in a winding-up to be repaid at £1 per share.

Issued capital consists of £1,875,224 Preference and £2,050,000 Ordinary shares, and the reduction will thus amount to £2,885,112.

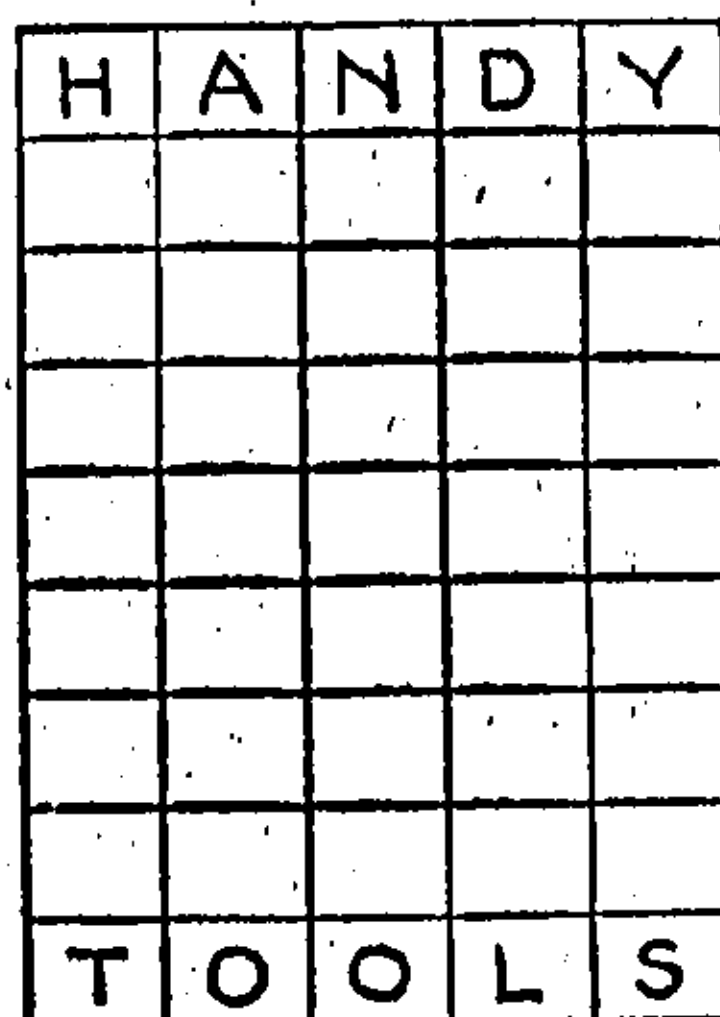
The Loan from the War Office will remain unaffected by the scheme, but the Treasury is to write off £100,000 altogether, receiving £125,000 in new Seven per Cent. First Debenture stock, £250,000 in new "A" Debenture stock and the balance of its debt in "B" Debenture stock.

No dividends are to be paid on any of the company's reduced shares in respect of the years 1923, 1925, and 1930 without the consent of the trustees for all three classes of debenture stock.

A curious feature of the scheme is the proposed transfer of 10 ordinary shares from Lord Invernairn to the trustees for the "A" debenture stock and the conferring on these 10 shares of sufficient voting power to give the "A" debenture trustees control of the undertaking until this debenture has been paid off.

LETTER GOLF.

Every golf bug has a lot of HANDY TOOLS for use in difficult places. Letter golf bugs can use their handiest here, for par is eight.



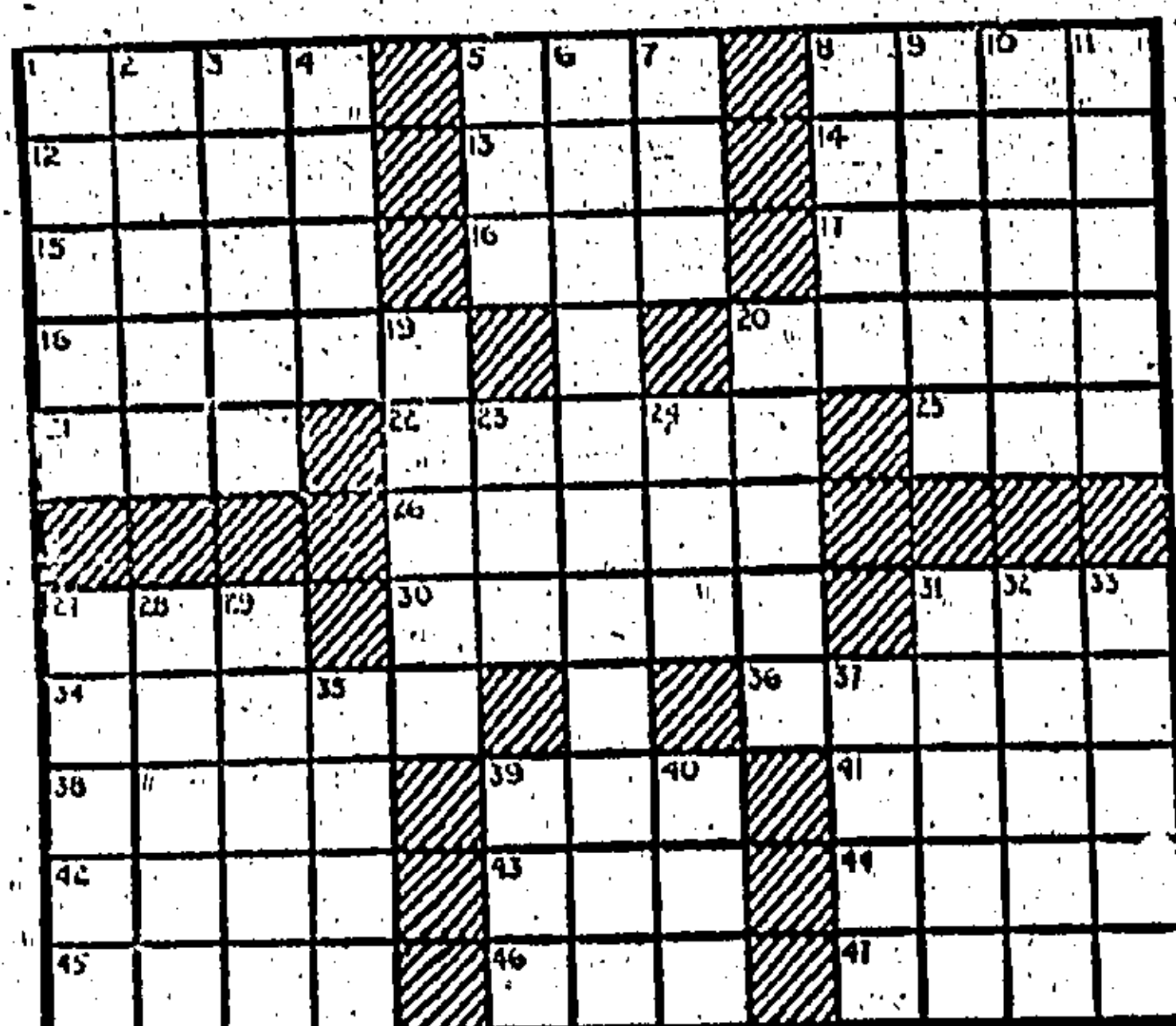
1—The idea of letter golf is to change one word to another and do it in as few a given and strokes. Thus to change COW to HEN, in three strokes, COW, HOW, NEW HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations do not count.

4—The order of letters cannot be changed.
One solution is printed on another page.

OUR CROSSWORD PUZZLE.



Horizontal

- 1 A summons or invitation.
- 2 Upper human limb.
- 3 Brilliant display.
- 12 Plant from which bitter drug is secured.
- 13 Ocean.
- 14 Ellipsoidal figure.
- 15 Frost bites.
- 16 Eye tumor.
- 17 Mud poured from a volcano.
- 18 Instigates.
- 20 Convict.
- 21 Cover.
- 22 Type of large violin.
- 23 Rock containing iron.
- 24 Pertaining to birds.
- 27 Observed.
- 30 To respond to a stimulus.
- 31 Possesses.
- 34 Social group among Indians.
- 36 Brief.
- 38 Drive.
- 39 Swimming organ of a fish.
- 41 Above.
- 42 Toward sea.
- 43 A hind or doe.
- 44 Voiceless (surd).
- 45 Olfactory.
- 46 Unit.
- 47 To sketch.

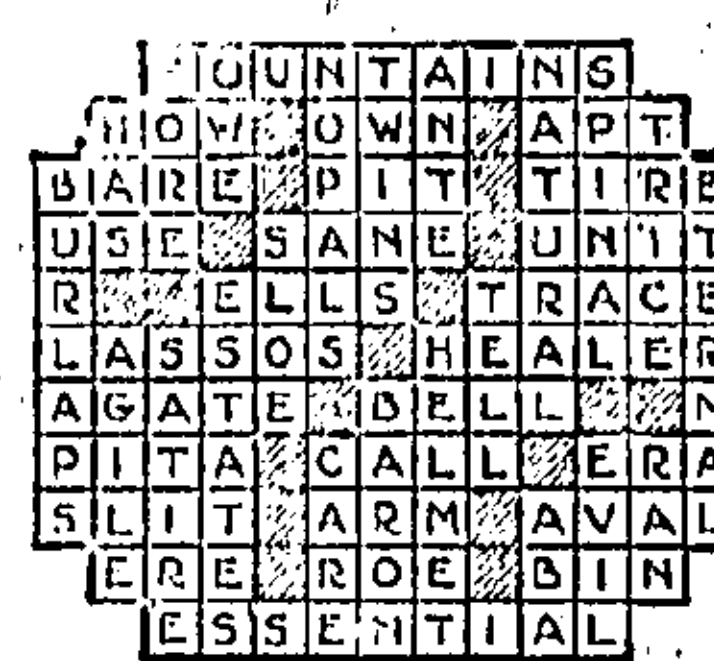
Vertical

- 1 Narrow artificial water channel.
- 2 The fact of having been elsewhere.
- 3 Cantered.

For four that.

- 4 For four that.
- 5 Almost a donkey.
- 6 Requisite.
- 7 Verb of permission.
- 8 Ball of metal filled with hot water.
- 9 Rounded convex molding.
- 10 Chief office of a city.
- 11 Tool for smoothing boards.
- 12 A sudden fright.
- 13 Oil reservoir of lamps.
- 23 Night preceding a holiday.
- 24 Ingredient of lacquer.
- 27 Narrow strip of leather.
- 28 Got up.
- 29 Broaden.
- 31 To tilt.
- 32 Centre of an amphitheatre.
- 33 To scotch about.
- 35 To throb.
- 37 To retain.
- 39 Away used with "to."
- 40 Born.

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DEATH.

COLEMAN.—On 16th inst., Frederick Charles Coleman, aged 48, Foreman Electrician, Hongkong and Whampoa Dock Co., Ltd. Funeral will pass the Monument at 5 p.m. Sunday, 18th inst.

SCHUBERT.

It is just a hundred years ago, November 19th being the actual date, that Franz Schubert, the great Viennese composer, died at the age of 31 years. Here in Hongkong, excepting for the recital arranged by Mr. Harry Ore, the Centenary is being allowed to pass unnoticed, but in Shanghai, where there is a far larger music-loving public, the occasion is being marked by a big festival at which the main works of the famous master will be presented. Schubert was a most prolific composer of piano, chamber and concert vocal music, besides which he produced nearly a dozen symphonies and some thirty dramatic and choral works. The six or seven hundred lieder which he wrote are now acknowledged to be among the loveliest things in music ever written.

Like so many other great men, Schubert secured a very meagre material reward for his work, as may be gathered from the fact that the total sum which he made by his compositions in the entire course of his life amounted to the equivalent of \$575. For that sum he composed considerably more than a thousand songs, symphonies, operas, and dances. For his first paid work—the "Prometheus" of 1816—he received \$4. For the first 12 songs of the "Winterreise" cycle, composed in the last months of his life, he was paid 10d. each. The tragedy of his life was that as his reputation grew he received less rather than more for his work, for publishers, knowing that he could not afford to stand out for his own terms, beat him down time after time. There is a pathetic interest in the inventory of his positions made after his death, when his music, comprising more than 500 compositions, was valued at 8s. 6d. But his struggle with poverty was always a gay struggle. He was never without a circle of warm-hearted friends, drawn to him by a charm and magnetic quality which his short, dumpy figure—he was only a trifle over 5-ft. in height—his steel spectacles, his shyness, his silence when in the presence of strangers, hid from all but his intimates. Yet these con-

vivial friends, and especially the brilliant but shiftless Schober, helped to cut short his career. He lived, despite his incessant industry, the careless, dissipated life common to the Vienna of his time, and he could not stand the racket. He would compose a song on the back of a menu card scored by a companion as they sat over their tankards of beer in a Viennese cafe. He could seldom take a holiday. "Money and weather are both unfavourable," he wrote, excusing himself from a visit, a few months before he died.

But if Schubert was not appreciated in his day and generation, posterity has acknowledged his undoubted genius, and has given him a high place in the ranks of the famous men of all time. His latter years were clouded by frequent illness, and nothing is more to his credit than his steadfast refusal to write down to his publishers, or to seek a snug haven in the house of some wealthy patron. He has long since been gathered to his fathers, but he lives in the wealth and beauty of the works of which he was the creator.

C.E.C. Climbing Down.

It is becoming increasingly clear that while the rank and file of the Kuomintang Party seems to have given its tacit consent to the Government manufactured by the party politicians at Nanking, there are certain limits beyond which they will not allow their leaders to go. The Central Executive Council, or at least the carefully selected clique which now dominates party affairs, already seems destined to draw in its horns on the vital question of representation at the National Delegates' Congress; at the same time, playing for time in which to complete an organisation to meet possible opposition. Very strong protests have reached Nanking from the district branches of the Kuomintang, which naturally object to a limitation of their authorised delegations to one half, which is all the recent C.E.C. order could possibly mean. Well-informed observers in Nanking are preparing for a retraction, though how far the C.E.C. will go it is not easy to judge. Opponents of Chiang Kai-shek and the so-called "Royal Family" are content, for the moment, to watch developments, but if the group allow their ambitions to carry them too far, the quarrel is likely to be renewed on as fierce a scale as ever before. The Nanking Government has yet to take a decisive step which will encompass the rule of the provinces and curb the activities of military chieftains. On the other hand, the news of the last day or so has shown that ghiming of a sort is taking place in Kweichow and Szechuan. They amount merely to personal quarrels between rival generals and have no reflection on the general political situation, outside the important point that until the Nanking Government takes a much firmer grip of the real affairs of the country, it will have an extremely difficult passage to negotiate.

VICTORIA DIOCESE.

APPEAL FOR FUNDS ISSUED.

An appeal for funds for the Diocese of Victoria, Hongkong is being made, in which connexion the Sundays, November 25th and December 2nd, will be kept as Diocesan Sundays at St. John's. The Bishop of the Diocese will preach in the morning of both these days, and will endorse the appeal. A sum of \$600 is asked for from St. John's Cathedral for the Diocese. The immediate needs are as follows: Support and Extension of Christian Education.—St. Hilary's School for Girls, Canton, existing in an ancient building constantly demanding repair; Church Missionary Society Vernacular Schools largely dependent on subscriptions, the fees and Government grants being insufficient; Holy Trinity College, Canton, just re-opened after many months of enforced inactivity. Maintenance and Increase of Evangelistic and Pastoral Work.—Provision of adequate salaries for Chinese clergy and workers at present engaged, and of funds to support badly needed additional help; repairs to Churches and preaching places unable yet to be self-supporting; expenses of travelling incurred by itinerating preachers and teachers. Maintenance and Extension of works of Christian Mercy.—Supplies for Mission Hospitals and Dispensaries; care of Orphans and other Children. Increase of General Efficiency.—Secretarial Expenses; provision

DAY BY DAY.

GENTLY TO HEAR, KINDLY TO JUDGE—*Shakespeare.*

There will be no dancing at the Hongkong Hotel Roof Garden to-night.

The name of Mr. John Buchanan, C.A., has been added to the list of auditors under the Companies Ordinances.

The Harbour Master notifies that the Rock Buoy marking the western extremity of Proserpine Rocks has been removed.

The motor vessel Ceydon (Swedish East Asiatic Co.) left Dunkirk on the 15th instant and is due here about December 24th.

His Excellency the Officer Administering the Government has appointed Mr. E. P. H. Lang to be an Official Justice of the Peace.

The silk forwarded from Hongkong by the Empress of Russia on the 24th October arrived in New York (St. John's Park) on the 14th November, having been 21 days in transit.

His Excellency the Officer Administering the Government has approved of the promotion of Lieutenant John Cecil MacGown, M.B., to the rank of Captain in the Hongkong Volunteer Defence Corps.

About Hong Kong

Do you know that—

In 1843 it was ordered that the Court of Justice, with Criminal and Admiralty Jurisdiction, which was appointed on 9th December, 1833, to be held at Canton (or on board any British ship in the port of Canton) was in future to be held in Hongkong. It was expressly stated that not only was this Court to exercise jurisdiction for the trial of offences committed by British subjects on the Island, but also within the Dominions of the Emperor of China, the ports thereof and on the high seas within one hundred miles of the coast of China.

The Hop Ying Society of Hongkong, which conducts a Free English night school for Chinese of the poorer classes, has received a donation of \$600 from the Hongkong and Whampoa Dock Company, through the Chief Manager, Mr. R. M. Dyer.

Another of the popular dinner dances takes place at Lane, Crawford's restaurant to-night. Although it may be said that Hongkong's winter season has only just commenced, these functions have already proved most successful, and it is therefore advisable to book tables.

Ramon Navarro is the leading player in "A Certain Young Man" which will be screened for the last time to-day at the Queen's Theatre. Other films also having their final showings to-day are, "Rough House Reside," starring Clara Bow at the World, and "Madness Ladies" with May McAvoy, at the Star.

A coolie in the employ of the Hongkong Hotel was seriously injured last night as the result of an accident. He was seated at the back of a Hongkong Hotel lorry which was proceeding along Robinson Road from east to west. As he looked out of the vehicle, his head struck the branch of a tree at the roadside, the resulting injury being of such a nature that it was found necessary to rush him to hospital, where his condition is reported to be critical.

The health bulletin of Eastern ports, for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parenthesis indicating deaths: Plague, Tamatave 1 (1), Saigon 1, Beirut 1, Baghdad 1, Tungsho 2; Cholera, Calcutta (42), Madras (21), Rangoon 1, Tuticorin (1), Bangkok 2 (1); Small-pox, Basrah 9 (8), Bombay 1, Calcutta 1 (1), Madras 11 (8), Negapatam 12 (1), Pondicherry (4), Belawan Deli 1, Phnom-Penh 12 (1), Shanghai (6), Dairen 1, Baghdad 9 (4).

of good books for clergy and others; pensions for aged Chinese clergy. The Church Missionary Society supplies a large part of these needs, but if they are to be adequately met, about \$12,000 still remains to be raised by subscriptions from various sources. In these circumstances \$400 is a very moderate demand upon the Mother Church. Those who cannot attend the two services are asked to send subscriptions to Mr. P. S. Casady.

LAST OF THE WINDJAMMERS.

Crack Ships Which Raced Home With Tea.

The other day a 2,800-ton four-masted barque towed out of Belfast was plucked out clear of the land, cast off, and left to begin her long, lonely run to Australia.

She is the Garthpool, sadly notable as the last deep-water sailing ship left under the British flag. She may make a bare profit on the voyage out and back (with the less chance of it because she could find no cargo to take out and has sailed in ballast), or may much more easily make a loss.

This may hardly be called "good business," and admittedly is not. Her owner, Sir William Garthwaite, continues to run her for sentimental rather than business reasons, for the romance and memories and affection for the old sea beauties that lies deep in the hearts of all men who know them in their old palmy days.

She carries a batch of apprentices and young seamen, and there is not one of them who will not, in days to come, take pride in the thought of this voyage and of having been "in sail," just as to-day you may find in many a modern officer's cabin, planned to the wall in little cargo trunks, or framed and hung in place of honour in crack passenger liner, a little photograph of some other "Garth" ship in which a sea apprenticeship had been served.

Our last deep-water "windjammer"—and yet it is only sixty and seventy years back that the China clippers were at the zenith of their fame, that the whole world was ringing with the tales of our fleet of crack "racing home the tea."

We still have men with us who sailed in them, and the Cutty Sark, last and most famous of them all, was "tramping" the world, under a foreign flag and another name, until a few years ago, when she was bought back to the British flag, to be moored in Falmouth as a relic of the past and a training ship of the present.

I have heard many a tale myself from the lips of men who sailed in these wild and wonderful days of the wool and tea clippers, when the thrill and excitement of the game brought the pick of our young manhood to sign on for a sea life.

The pay they earned counted last with these men, the chance to sail in a real passage-maker counting first.

The skipper with the reputation for carrying whole sail when another would have his ship half-stripped, for "Hell or Melbourne" hard driving, was the man who had only to crook his finger to call the pick of the prime sailormen to ship with him.

Men would wander round the docks, casting critical eyes over the lines of the ships, the height and spread of masts and yards, asking questions about her runs and records, deciding on such points whether to offer their services or not.

A batch of these men looking for a ship found a crack American clipper with a notice board displayed: "This ship will reach Australia first." A British clipper was berthed nearby, and the men marched to her and offered to sign on if there was a chance of beating the American.

The ship already had her full crew, but the dozen shipped as "extra hands" on the skipper's word he'd try to beat the booster. He did it, too, crowding on sail, driving night and day, beating his rival by a couple of days.

If the masters did not spare their men, neither did they spare themselves. Many of them on a two to three months' voyage never went below except to change or bath.

Some never turned in even on the chart-room settee, but dozed in a deck-chair on deck; few of them let a sail be touched without their orders and their eye on the operation.

It was killing work, and it killed many after a few years of it, but some stood it for a lifetime and long past the age of sail.

Their mental strain was equalled or exceeded by the physical strain the men endured—cheerfully, and even eagerly, in any case of a race or a record to make or break.

Fast ships, skilled and daring seamen, and relentless hard driving made the tea races such epic feats of sail as have never been rivalled. In 1866 out of the fleet that sailed from China, three ships docked in London on the same tide, two within twenty minutes of each other, after more than three months' sailing half round the world.

In 1872 Thermopylae and Cutty Sark, the two great rivals to the claim of being the fastest ship that ever sailed, left Shanghai almost in the same hour, every soul on board keyed up for the duel.

For weeks they kept picking up and losing sight of each other, but about two months out Cutty Sark, holding the lead, had the misfortune to carry away her rudder.

She lay hove to in a heavy sea while her crew worked like madmen to make and ship a jury rudder, but at last, when it was in place, she gave a strain on it that the awning-funnels that had been taken to fashion into a connecting bolt to the rudder, and some of the eyebolts holding the rudder to the post, broke, and the ship was steered with wire rope pennants.

She lost the race, but allowing for the six days hove to, and the need to reduce sail to keep control with the jury rudder, it seems certain she would have won.

Another racer that year had a whole suit of sails blown to ribbons out of the gaskets and ran all night under bare poles. The mates, to move about the decks, had to lie down and crawl, and one had the shirt stripped from his back in rags by the wind. Nowadays, when fast passages are less urgent, smaller crews and smaller sail spread must be carried, but plenty of good runs are still made. Garthpool, a small sister of Cutty Sark, has one unique record to her credit of having circled the globe in seventy-six days—on a better than Jules Verne's "Round the World in Eighty Days."

She sailed from Sydney for West Australia, fought bitterly to make head against the westerly gales, but was held and blown back for weeks, until her muster, seeing no signs of the wind abating or shifting, turned her stern to the gales, went racing back along the length of Australia, across to and round Cape Horn, and, holding on past Cape of Good Hope and along the Roaring Forties, fetched the port he had sailed for four months before—a port he might have made in a couple of weeks with favourable weather.

These are great tales of great ships and men; and of all those fine fleets we have to-day that sole survivor, Garthpool, rolling down south. Good luck to her and the men in her. Long may they sail. BOYD CABLE.

MADGE BELLAMY.

"THE PLAY GIRL" COMING TO QUEEN'S.

Madge Bellamy, a popular star with movie fans, has a role entirely suited to her in "The Play Girl," which will be screened at the Queen's Theatre on Tuesday and Wednesday next. She is a little shop girl who craves society and beautiful clothes. At the opening of the story Madge loses her job because of her ready wit and erratic employer, a combination that sometimes proves disastrous. She meets two young men who endeavour to show her the town. One shows her via a limousine, while the other believes in doing the town via the sidewalks in good old pedestrian style. Pretty soon her shoes give out and the limousine becomes the favorite. Many amusing incidents and a thrill, or two lead to a splendid climax in which Miss Bellamy proves her ability as a screen performer. The supporting cast includes Johnny Mack Brown, who appears opposite the star, Walter McGrall, Anita Garvin, Lionel Belmore and Thelma Hill.

TO-MORROW'S FILMS.

FAMOUS COMEDY TEAM AT QUEEN'S.

George K. Arthur and Karl Dane, the famous comedy team of "Bookies," return to the Queen's Theatre to-morrow and Monday in "Baby Mine," a hilarious farce based on the famous Broadway stage success of the same name. A series of amusing mishaps over stolen babies is the means of affording the many laughs which the picture contains.

"The Mystic."

An absorbing mystery story of spiritualism is the chief attraction at the World Theatre to-morrow and Monday. Aileen Pringle and an excellent supporting cast give outstanding performances in their respective roles.

"Grl Shy."

Thrills and dramatic tension together with many extremely amusing comedy situations help to make Harold Lloyd's big comedy "Grl Shy" which will be screened at Star Theatre to-morrow and Monday, one of the comedian's finest pictures. Perhaps one of the most laughable climaxes ever filmed is provided as a finale to a really amusing story.

A. D. C. SHOW BIG SUCCESS.

"THE SPORT OF KINGS" A GREAT HIT.

EXCELLENT ACTING.

There is no doubt that "The Sport of Kings," the latest production of the Hongkong Amateur Dramatic Club, which was staged to a capacity audience at the Theatre last night, will rank as one of the Club's outstanding successes during its long career. All concerned, from the principals to those filling the humblest roles, are to be heartily congratulated on the excellence of the production. An entire absence of nervousness on the part of those appearing on the stage, coupled with the fact that all were word perfect, enabled this laughable piece to be carried through in a manner which would do credit to many professionals.

In selecting "The Sport of Kings," which is a well-known farce in three acts by Ian Hay, who is a brother of the Hon. Mr. B. D. F. Beith the A.D.C. tackled a hard job successfully. A pleasing incident occurred last night when Mrs. B. D. F. Beith was presented with a bouquet on behalf of the A.D.C. as a compliment. During the presentation, the "Hermes" band, which was in attendance, played "John Peel."

The story is a well-known one and needs no extensive recapitulation, it being sufficient to say that it concerns the adventures of Amos Purdie, who, detests gambling of all kinds, especially horse racing. He is also depicted as being of a miserly disposition especially with regard to coal and gas, but eventually, through the scheming of two paying guests who go to live with him, and being dazzled by the prospect of making money, he secretly bets. At first he wins, but later loses and eventually goes on a racing field with his butler as a bookie and clerk.

Mr. Hannibal's Success.

Undoubtedly the part of Amos Purdie, which was taken by Mr. W. A. Hannibal, is the most difficult in the piece, and the mastery with which it was handled by Mr. Hannibal was one of the outstanding features of the performance. With just the correct shade of ponderous dignity and cant required, Mr. Hannibal made Amos Purdie live and brought out the unconscious humour in his lines in a manner that marked him as being particularly fitted for the part.

Although but little was seen of Mrs. Purdie (Lucy Green-Smith) she gave a particularly finished performance, displaying the characteristics of a meek and docile wife to perfection. Especially was this so when she timidly rang up the stores to order some kitchen nuts, but was put through to a bookmaker by mistake and laid a bet of 10 to one each way on a horse named Kitchen Nuts, also by mistake.

The two paying guests, Algy Sprigge (G. G. Stopani Thomson) and Sir Reginald Toothill (Mr. O. C. Warner) provided a great deal of amusement, the former being much to the fore with a lot to say and the latter also being seen much but with the difficult role of portraying a disgruntled and unfortunate punter. Both made a first-rate job of their parts.

Lady Does Well.

A notable portrayal of Purdie's secretary, Dulcie Primrose, was given by Margaret Chubb. Her demeanour throughout was most realistic. She carried her part of angrily accusing Algy Sprigge of making advances to her because she was unable to resist them by reason of her employment, particularly well, and received much well-merited applause.

Mr. C. P. Mareel, as Bates the butler, outwardly respectful and deferential towards Amos Purdie, but secretly a punter, also gave an excellent account of himself especially when he discovered that his master was betting and losing, when his cloak of deference fell from him.

Both Evelyn Harriman and Mr. P. Sands, as the two children of Amos Purdie, acted their respective parts extremely well.

General Excellence.

The remainder of the cast well maintained the general high excellence of the show and although they took minor parts they added their quota to one of the most enjoyable pieces that the A.D.C. has ever put before a Hongkong audience.

A number of young ladies dressed as jockeys distributed programmes under the direction of Miss Violet Capell, these being the Misses P. Capell, E. Rose, I. Schierhorst, I. Gittins, E. Ford and A. Steel.

VESTRIS DISASTER.

GRAVE ALLEGATIONS BY SOME SURVIVOURS.

New York, Nov. 16.

Half a dozen passengers, examined by the United States Attorney before the United States Commissioner, declared that so far as they are able to judge, the suddenness of the Vestris' final plunge found the officers and crew unprepared for the situation.

They asserted that there was a marked absence of discipline. No orders were given, and it was the passengers rather than the crew who appeared collected.

The witnesses alleged that the lifeboats leaked, while the water, food, flares and oars were missing.

One witness, Frederick Puppe, who lost his wife and child, testified that members of the crew ran from boat to boat. He was of opinion they were collecting the best equipment for their own boats. He alleged that husbands (including himself) were ordered out of the boats in which their wives and children were. In one instance members of the crew were allowed to take their places.—*Reuter's American Service.*

London, Nov. 16.

The Imperial Merchant Service Guild has telegraphed to New York engaging lawyers to protect the good name of Captain Carey in the Vestris inquiry.—*Reuter.*

New York, Nov. 17.

Messrs. Lamport and Holt's private examination of the officers has been discontinued, in view of the Federal inquiry.

One of the Vestris lifeboats has been seized by agents of the Department of Justice and taken to the Federal Building to be used in evidence before the inquiry, the opening on the second day of which was accompanied by a tense atmosphere.—*Reuter.*

NAVAL & MILITARY MOVEMENTS.

BEDS AND HERTS ON WAY HERE.

The S.S. Taming, with the rest of the battalion of the Bedfordshire and Hertfordshire Regiment on board, sailed from Shanghai for Hongkong on Friday.

H.M.S. Scapian, which left harbour for the Hsin Chi wreck last week-end, is now returning from Foochow to Hongkong.

H.M.S. Suffolk has arrived at Beppu from Nagasaki on the Japanese tour.

H.M.S. Concord is due to leave Portsmouth to-day for Gibraltar, en route to Hongkong. She has on board relics for the China Station.

The two new submarines for the Australian Navy, the Otway and Oxley, left on November 15 for Australia.

The Cast.

The full cast is as follows:
Amos Purdie W. A. Hannibal.
Bates (Butler) C. P. Mareel.
Algy Sprigge G. G. Stopani Thomson.

Sir Reginald Toothill O. C. Warner.
Purdie P. Sands.
Pamela Pete (A Bookmaker) R. H. Charles.

Sergeant A. H. White.
Albert J. N. Owen.
Newspaperboy Ian Black.
Barnard Billie Bond.
Jane Grace Syme Thompson.

Twenny Kathleen Robertson.
Cook Judy Marcell.
Katie Purdie Evelyn Harriman.

Mrs. Purdie Lucy Green-Smith.
Dulcie Primrose Margaret Chubb.
Hacegoers S. F. Chubb, D. W. Morley, J. B. Marks, J. A. Harriman.

P. Syme Thomson, J. B. Doyle, S. Hout, Henry Ford, B. Bawler, B. L. D. Row.

Officials.

Committee, 1928-1929:—Mr. W. A. Hannibal (President), Col. J. S. Bostock, C.B.E., R.A.M.C., Mr. R. E. Lindsell, Mr. H. Davenport Browne, Mr. M. M. Maas, Capt. J. B.H. Doyle, O.B.E., R.E., Mr. E. I. Wynne-Jones.

Hon. Secretary and Treasurer:—Mr. H. Davenport-Browne.

Scenery: Mr. C. P. Anderson.

F.R.I.B.A.

Lighting: Mr. G. G. Stopani Thomson.

Stage Manager: Mr. E. I. Wynne-Jones.

Properties and Effects: Capt. J.B.H. Doyle, O.B.E., R.E.

Thanks Expressed.

The Committee desire to express their thanks to the following, for kind services in connexion with the production:—Mr. C.P. Anderson, Major J. Macready, D.S.O., Mr. J. Robertson, Mr. H. E. Scriven, Mr. R. Sutherland, O.B.E., Mr. Frank Haytor, Messrs. Lane, Crawford, Ltd.; The Roxor Advertising Company, Messrs. Mustard & Co., Hongkong Hotel Garage, General Electric Co., Ltd.; Macao Electric Co., Ltd.; the Local Press.

MACAO RACES.

PONIES TO WATCH TO-MORROW.

[By "Ringtail."]

Some very good racing should be seen at the meeting of the Macao Race Club to-morrow afternoon. Owing to the judicious method of handicapping, some of the events are certain to have an element of uncertainty attached to them. In most cases, medium class ponies are engaged, which makes the possibility of picking the winner a little more difficult, as the ponies are not apt to run to form, in which case upsets are likely to occur and the possibility is that winners will reward backers with a very good dividend.

I notice quite a number of ponies have recently arrived from Shanghai, but I would not advise backers to take big risks with them as they have not had sufficient training to perform creditably and would therefore be better left alone till the next Meeting, when they will be better able to contest a hard finish.

Here are my selections:—

1st Race.

1. Moyanagher.
2. Blooghaman.
3. Little Darlin.

2nd Race.

1. The Haugh.
2. Westlake.
3. Ullswater.

3rd Race.

1. Wuchang.
2. Blue World.
3. Sunning.

4th Race.

1. My Lady.
2. Activity.
3. Lao pak.

5th Race.

1. Ma Kan Siao.
2. Wuchang.
3. Dawn.

6th Race.

1. U. Un II or Ace of Spades.
2. Sutherland.
3. Activity.

7th Race.

1. Sunning.
2. Glory.
3. Wuchang.

SHELL TRANSPORT COMPANY.

NEW ISSUE OF ORDINARY SHARES.

The following telegram has been received by the Hongkong and Shanghai Banking Corporation, Hongkong, from London:

"Shell Transport Trading Co. announce new issue of ordinary shares to ordinary shareholders at 1 in 5 at par in January, 1929. Bearer Warrant holders must lodge Coupon No. 53 with complete applications to Lloyds Bank Ltd. (Capital and Counties Office) not later than 1st February, 1929 through an Agent in London only. Coupon No. 53 will have no dividend value. New shares are to be issued in first place in registered form."

RETURN OF MARSHAL LI CHAI-SUM.

CHAN MING-SHU MAY SUCCEED HIM AT CANTON.

It is understood that Dr. Chu Chao-hsin, the Canton Commissioner of Foreign Affairs; Mr. Li Liao-chao, director of the development of the Whampoa Port; Mr. Tang Ka-yin, private secretary to Marshal Li Chai-sum; General Chan Ming-shu, likely new leader of the Kwangtung Provincial Government; and Madame Li Chai-sum, are accompanying Marshal Li on his trip back from Shanghai to Hongkong en route to Canton.

Interviewed by Pressmen, here, Marshal Li, who arrived from Nanjing this morning, said he intended to resign the chairmanship of the Kwangtung Provincial Government. He had, after conferring with the National Government, offered the post to General Chan Ming-shu, and the formal announcement of General Chan's appointment only awaits the latter's decision.

Commenting on the recent dispute between the Central Kuomintang and the Nanking City Kuomintang on the matter of electing delegates for the Third Kuomintang National Congress, Marshal Li said this was principally due to the District Kuomintang's misunderstanding of the Central Party's present policy—during the period of political tutelage.

NEW EXTRADITION CASE.

ALLEGED MURDER AND KIDNAPPING.

A Chinese named Leong Sing, alias Chan Ying-sam, came before Mr. R. E. Lindsell this morning on charges of kidnapping and murder.

The defendant is wanted by the authorities at Canton for the alleged kidnapping, on June 15, 1926, of two boys named Leung Lai-to and Leung Lai-lei. Alternative charges of taking the boys away for the purpose of ransom and for the purpose of depriving their father, Leung Kuei-lei, of his lawful possession, were also preferred.

The defendant is also charged with the murder, some time between June 15, 1926, and September 13, 1927, of one of the boys, Leung Lai-to.

After the charges had been read to the defendant, his Worship added that they were made against the defendant by the Canton authorities.

The defendant began to protest his innocence, when his Worship cut him short by saying, "I am not asking you to talk."

It is anticipated that witnesses will be available from Canton within a week.

The case has been formally remanded until November 24 at 10 a.m.

Mr. Hugh Mackenzie, General Passenger Agent for the Dollar Steamship Line; Mr. G. J. McCarthy, Assistant General Passenger Agent; and Mr. S. J. Albright, Yokohama Passenger Agent, arrived here by the President Garfield to-day.

The Very Idea!

A professor in concluding a lecture on "The Human Body and its Constituents," asked if any of the audience were desirous of asking questions.

A young lady said—"Professor, am I to understand that the percentage of sulphur varies in different women?"

"Certainly," replied the Professor.

"Ah," remarked the lady, "that accounts for the fact that some girls make better matches than others."

From an obituary notice in a country paper:—He was a man who had suffered much. He had been a subscriber to this paper since its first number.—*Daily News.*

[The British Museum Library is so full that new accommodation for books must be provided unless some weeding out process is undertaken.]

Our authors are a growing band. They simply swarm on every hand. Their works are cumbering the land.

What shall we do about it? In Bloomsbury they say they need

Some extra miles of shelves with speed, And with so many books, indeed, It would be hard to doubt it.

Another way, it is confessed, Is only to retain the best, And rigidly exclude the rest; But how shall we select them? Some highbrow might adopt the line

That works of yours, or even mine, Were not particularly fine, And haughtily reject them.

Unless we authors stand to-day Shoulder to shoulder, well we may

Lose the last chance we have to say Our books shall be immortal. And though it be the merest bosh,

Yea, sheer, unmitigated tosh, Our every volume we must squash

Inside that sacred portal.

A golfer of mediocre ability was kneeling on the green carefully examining the foot of earth between his ball and the hole.

Caddy—"That's right, gaffer, get on with it; bless farver, and bless muver, and make me a good golfer. Amen!"

Willesden magistrate: Did she do it maliciously? Woman: Aye, your Worship, maliciously she did it.

Debtor at Bow County Court: I will pay out of my Christmas Club money if the secretary has not "bunked."

Midland motorist: I had 12 st. in the sidecar. Judge: Was that your wife? Man: Yes, Judge. Congratulations.

Mr. Bingley, Marylebone magistrate: We have all to pay rates, income tax, and every blooming thing.

Mr. W. B. Luke (Willesden magistrate): We ever live by probabilities, and there is little certitude about anything in life.

"No mum," said a woman defendant in reply to a question by the North London magistrate.

"If every woman who did not get enough money from her husband came to the court, I should have nothing else to do."—Mr. Oulton (Lambeth magistrate).

Willesden magistrate: Why are you so anxious to go into the back garden?—Substant: Because I live there.

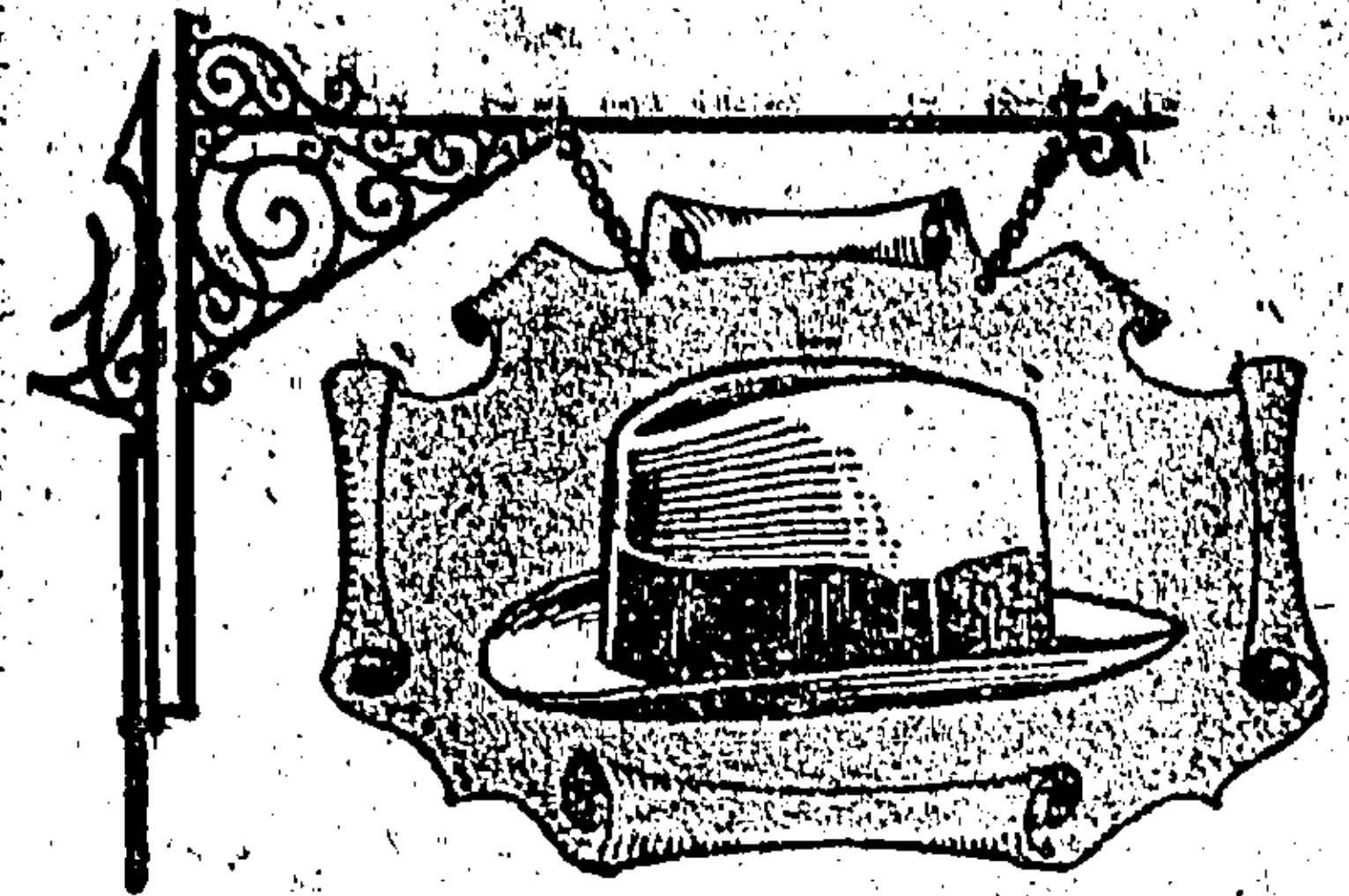
"If you were knocked out on the ground, how on earth could you tell what time it was?"—Willesden witness to solicitor.

The Rev. will preach at the Harmony schoolhouse on Sunday, July 30th, at 11 a.m., if not providentially hindered.—*American paper.*

EXCHANGE RATES.

	London, Nov. 16.
Paris	124.10
New York	484 29/32
Brussels	84.89
Geneva	25.20
Amsterdam	12.07 1/2
Milan	92.55
Berlin	20.35
Stockholm	18.14
Copenhagen	18.19
Oslo	18.19
Vienna	94.505
Prague	165 1/2
Helsingfors	192 1/2
Madrid	80.075
Lisbon	107 1/4
Athens	137 1/2
Bucharest	805 1/2
Rio	5 29/32
Buenos Aires	47.15/32
Bombay	1/16 1/16
Shanghai	2/7 1/2
Hong Kong	2/10 1/2
Yokohama	1/11
Silver (spot)	20 1/2
Silver (forward)	20 1/2

—British Wireless.



POWELL'S ANNOUNCE A NEW ASSORTMENT OF GLYN and Co's SOFT FELT HATS

We earnestly invite your early visit and inspection of the new models. Each hat is perfect in every particular—made of the finest materials in all the popular shapes and colours. Price from \$15.50 Less 10% Discount for Cash.

We are also agents for Stetson Hats.

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Company, Limited.

HOUSE AND ESTATE AGENTS.

PROPERTY BROKERS.

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EXCHANGE BUILDING

"PINOCINE"

—AND WHAT IT IS

"Pinocine" is a preparation made from a combination of well-known Chinese herbs and Western drugs. The Chinese herbs have been tried by generations of physicians and have proved to be extremely useful, but their usefulness is not yet known outside China. Daily researches are being carried on by scientists in the investigation of such Chinese drugs and the knowledge of them is slowly finding its way in the scientific treatment of diseases all over the world. In the past, one serious obstacle in the use of Chinese herbs has been the inconvenience involved in the preparation of the herbs for use at each dose, but such and other obvious shortcomings are obviated in our preparation. The chief constituents of our mixture are:—

Park-law shin	Bitter almond (seed)
Wild Cherry	Loy-fook-chi
Spikenard	Chuen-pui-mo
Balsam Poplar Buds	Peppermint

The Chinese herb—park law shin—has been known for generations in China, but hitherto the work entailed in its preparation has been somewhat tedious.

By means of considerable research, we have been enabled to produce a special concentrated form which makes "Pinocine" such a valuable remedy for coughs, or as a general lung tonic.

"Pinocine" soothes the inflamed air passages, giving warmth and comfort to throat and chest and relieving tightness and difficulty in breathing.

SWEET AND EASY TO TAKE.

Prepared by

THE CHINA DISPENSARY

and sold by all leading chemists and stores.

ASAHI BEER



Cheerio and Good Luck in the Best of Beers.

Both are thoroughly Refreshing and Invigorating.



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An easy fitting coat with Raglan or 'set in' sleeves or Raglan shoulders. Fitting close at neck but hanging loosely from shoulders. In Scotch Tweeds or West-of-England cloths of the newest colours and designs. All sizes in stock 32" to 42" chest measurement.

Priced at \$50.00 to \$75.00 less 10% cash discount.

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MEN'S WEAR STYLISTS.

THE WORLD OF SPORT



LAWN TENNIS.

DRAW FOR MIXED DOUBLES CHAMPIONSHIP.

The draw for the lawn tennis mixed doubles championship of Hongkong took place at the Chinese Recreation Club last evening. The event, which is the first of its kind ever held, drew no fewer than twenty-five pairs and gives promise of some very bright tennis in the next few weeks.

The drawing resulted as follows: Mrs. Tottenham and Dr. R. E. Tottenham (U.S.R.C.) to play Miss G. Tung and Lin Peng Chin (University). These pairs have drawn a bye and meet in the second round.

Mrs. Bradbury and B. W. Bradbury (C.C.C.) having drawn a bye will meet in the second round the winners of the match in the first round between Miss Luard and Horace Lo (C.R.C.) and Miss Luard and S. E. Green (K.C.C.).

First Round Matches.

Mrs. A. J. Kew and E. C. Fincher (K.C.C.) v Mrs. Pankhurst and P. W. Pankhurst (C. C. C.).

Mrs. Gull and L. Luck (C.S.C.C.) v Mrs. Hale and Lieut. J. W. Hale (U.S.R.C.).

Mrs. McIlhenny and A. H. Crook (H.K.C.C.) v Mrs. M. Horsford and C. K. Spitley (C.S.C.C.).

Mrs. McCaw and P. M. Pinget (K.C.C.) v Miss T. d'Assumpcao and P. Remedios (Recreio).

Miss Enid Lo and M. W. Lo (C.R.C.) v Mrs. James and G. W. Sewell (H.K.C.C.).

Miss C. Osmond and C. Barretto (Recreio) v Mrs. C. H. Baker and L. Goldman (H.K.C.C.).

Miss Lindell and M. K. Lo (C.R.C.) v Mrs. B. G. Gabor and J. G. Lawrie (H.K.C.C.).

Mrs. C. Bennett and J. A. Casanbhoy (C.C.C.) v Miss Lee Tsai-yung and Ng Sze-kwong (C.R.C.).

Other Byes.

The following pairs have drawn byes in addition to those given at the top of this list. They will meet in the second round of the tournament:

Mrs. Donald Smith and Major R. H. Lucas (U.S.R.C.) v Mrs. Sayer and R. E. Lindell (Pen Club).

Mrs. Chalmers and E. D. Lawrence (H.K.C.C.) v Mrs. Miles and H. Owen Hughes (H.K.C.C.).

The Drawing.

In connexion with the drawing, the committee in charge selected out four pairs which were, in their opinion, the strongest. These were Dr. and Mrs. Tottenham, Miss Enid Lo and M. W. Lo, Mrs. Kew and Fincher and Mrs. Donald Smith and Major Lucas.

It will be noticed that Dr. and Mrs. Tottenham now occupy the top bracket and Mrs. Kew and Fincher are drawn in the second half of the upper bracket. Miss Lo and her brother have drawn the higher bracket in the second portion, and Mrs. Donald Smith and Major Lucas the lower.

The first round of the competition will have to be decided by November 25, the second by December 2 and the third by December 9. If these arrangements are not interrupted in any way it is intended to hold the semi-finals on Saturday, December 16, at the C.R.C. ground, and the final on Sunday the 17th.

In the first, second, and third rounds, the competitors have to make their own arrangements as regards the venue for the match, it being understood that the first-named pair in every match has the priority in the matter of choice.

Matches are to be best out of three sets, and results must be signed by the umpire officiating and the meet participants, and forwarded to the Chinese R. C. immediately a game is concluded.

It is understood that all prizes in connexion with the tournament are being presented by the Chinese Recreation Club.

HOCKEY.

YESTERDAY'S GAME.

The following will represent the first eleven of the Hongkong Hockey Club in a match with the K.O.S.B. at the U.S.R.C. ground on Wednesday at 4.50 p.m.—A. C. Howell, O. E. C. Martin, D. Lyon, A. A. Dand (captain), E. J. R. Mitchell, J. E. Noronha, Owen Hughes, G. R. Dwyer, E. D. Lawrence, C. C. Francis and G. R. Vallack.

The second team to meet the K.O.S.B. on Monday at King's Park at 4.50 p.m. will consist of W. K. Tait, R. R. Todd, L. F. Nicholson (captain), E. R. West, L. A. R. Duncan, Rev. N. Evans, J. A. H. Plummer, I. W. Sheehan, W. Woodward, P. L. Thomas and E. C. Fincher.

Club Team for Next Week.

The Club "A" team to meet the Y.M.C.A. seconds at King's Park at 4.50 p.m. on Friday will be W. W. Sapsed, E. R. Robinson, S. Rankin, A. A. R. Boleho, L. A. R. Duncan, A. J. W. Ashby, F. E. G. Mum (captain), A. C. Howell, H. V. Parker, V. Stanton and T. J. Price.

Navy Beat Club.

In a hockey match played yesterday at King's Park, the Hongkong Hockey Club "A" team lost to a scratch Naval team, who won by three goals to nil.

SHAMEEN FOOTBALL.

DRAWN GAME IN LEAGUE.

Shameen, Nov. 16. The best match so far witnessed this season was played yesterday afternoon when the Shameen Sports Club met H.M.S. Seaweed in the Shameen Football League.

The game was very even all the way through. In the first half it might be said that the Seaweed held a slight advantage but certainly missed two good opportunities of scoring. In the second half, the advantage, if any, was slightly in favour of Shameen, who would certainly have scored on two occasions had it not been for the brilliant display on the part of the Seaweed goalkeeper.

The game resulted in a draw without any score on either side. Those playing for the Shameen Sports Club were:—A. T. Lay, Norgelzig, J. Linaker, O. Friessner, Brown, H. T. Buxton, Geo. Duncan, D. Latimer, J. A. Summers, J. Rodger and F. E. W. Lammert.

LOCAL CRICKET.

H.K.C.C. ELEVENS AGAINST THE NAVY TO-DAY.

The H. K. C. C. 1st XI. v. the Royal Navy, on the Navy ground, King's Park, at 2 p.m. to-day, will be:

A. W. Hayward (Capt.), K. H. Baiger, R. R. Duckitt, Capt. A. N. Evers, O. Moor, R. E. H. Oliver, H. Owen Hughes, H. V. Parker, Rev. E. K. Quick, G. R. Vallack and H. H. Hampton.

The H. K. C. C. 2nd XI. v. Royal Navy on the H. K. C. C. ground, at 2 p.m., to-day, will be:

A. H. Gillingham (Capt.), C. Bradley, W. B. Cornaby, L. A. R. Duncan, G. E. Divett, R. H. Dwyer, J. E. Hancock, S. J. Jordain, N. L. H. Ralston, A. B. Raworth, W. K. Tait.

LOCAL CHESS.

KOWLOON CLUB ENTERTAIN HERMES PLAYERS.

The Kowloon Chess Club entertained a team of six players from H. M. S. Hermes at the Central British School premises last night and after a series of very interesting and enjoyable games, the match resulted in a victory for the Club by 3 1/2 points to 2 1/2.

The Club was represented by J. S. Smith, C. E. Wong, D. E. Carvalho, J. W. Haxell, J. S. Saito, and J. C. Pao, while the Hermes players were A. B. Quinton, C. P. O. Condon, Marino Roberts, A. B. Wake, L. A. C. Lowe, and A. B. Taylor.

PITBOY WAITERS.

BECOMING FOOD AND WINE EXPERTS.

Several leading West End restaurants and hotels have a number of young waiters who were miners a few months ago.

This is the result of the Ministry of Labour scheme for boys between 16 and 18. Every one of 60 selected boys who have so far reported to the London Labour exchanges have been found jobs as assistant waiters or cooks within 24 hours.

The International Geneva Association of Hotel and Restaurant Employees has arranged that these and other young waiters shall be given lessons in French, English, hotel accounts, and physical exercises. The practical side of a waiter's work is taught by the superintendents of two famous London restaurants.

They teach among other things how to handle wine and what certain dishes contain. Several young ex-miners can now detail, for example, how sole Colbert is a fried sole, cut open in the centre, and served with maitre d'hotel butter containing chopper parsley and lemon.

Some of these waiters have a chance of gaining experience in hotels on the Continent, as they will be eligible for a scheme run for that purpose by the association.

When a wedding party arrived at Cranham Parish Church, Essex, they found the door locked and were informed that the Rector, Dr. Leslie Wright, had gone away. After a delay of about an hour the ceremony was performed by the Rector of Upminster. It afterwards appeared that Dr. Wright had been called away to a case of illness and the wedding slipped his memory.

HONGKONG TRADE.

JAPANESE BOYCOTT EFFECTS STILL FELT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Piece Goods.

The following reports have been received: Some business has been done in White Shirtings with Manchester prices a little easier than they were a few weeks ago. Market values for British goods remain fairly steady, but Japanese cloths have weakened still further in face of the continuance of the boycott. Nothing to report; market very quiet. Cotton, after declining slightly, has now taken an upward trend with Manchester prices much firmer.

Woollens.

There is a small business doing in miscellaneous fabrics, including some repeat orders on Fancy Suitings and Wool Venetians. The main buying for July/August shipment is still delayed and it is said that purchase will not be made until next month or even January. The reason given is that large quantities of goods are being held up by boycott committees and tax collectors, so that dealers find it difficult to obtain remittances and to gauge the requirements for next season. Clearances have been fairly good, but are not so brisk as during last month.

Cotton Yarn.

Market continues quiet and we have nothing fresh to report. Prices are unchanged.

Nominal quotations are as follows:—No. 10s. \$170-190, No. 12s. 180-195, No. 16s. \$195-200, No. 20s. \$200-205.

Arrivals nil. Shipments nil. Sales nil. Unsold Stock 1,000 bales. Bargains 6,300 bales.

NEXT PUBLIC BAND CONCERT.

TO BE HELD ON A SUNDAY AFTERNOON.

The next public band concert in the Botanic Gardens will take place on Sunday afternoon next, November 25th, when the band of the 2nd Battalion King's Own Scottish Borderers will (by kind permission of Lieut.-Col. L. J. Comyn, C.M.G., D.S.O.) provide the programme.

At the first concert held on Friday evening, the 9th, it was found that after five o'clock there was not sufficient length of daylight left in which to complete the programme as arranged, and it is felt by those responsible for the organisation that a concert on Sunday afternoons, between tea and church time, would be more attractive than an evening performance can be at this time of year.

The attendance at the first concert, though not large, was indicative that such concerts are appreciated and it is hoped that the choice of Sunday afternoon will give more people an opportunity of attending.

We learn that a first-class programme is being arranged. The concert will last from 4 till 5.30 p.m.

St. John's Cathedral holds its annual Choir Festival to-morrow, when, at both services, there will be special music arranged by Mr. F. Mason, the organist, and the choir.

Observatory returns for October show the average mean temperature to be 75.1, the highest being 83.5 and the lowest 66.8. There were 263 hours of sunshine and 0.435-inch of rain, whilst the average humidity was 65.

Dinner Dance

TO-NIGHT

SPECIAL \$2.50 MENU

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WILLIAM FOX presents

The PLAY GIRL



LAUGHS, THRILLS, SUSPENSE!
COMING TO THE
QUEEN'S TUESDAY AND WEDNESDAY

COMING!!!

MEI LAN FANG

OF PEIPING

China's greatest actor and woman-impersonator and his world-famous troupe including Tang Fu Yin, Chu Kwei Fang, Chan Kit Siu, Chen Hsi Hing and Kim Shew San

will give a series of Theatrical performances at the

KO SHING THEATRE

QUEEN'S ROAD WEST.

17th to 26th November, 1928

Commencing every night at 8.00 p.m.

Matinees on Sunday 18th & 25th November at 1 p.m.

Bookings are now open at the Ko Shing Theatre.

Prices of admission: \$6, \$4, \$3, \$2, & \$1.

QUEEN'S THEATRE

FOR A LIMITED NUMBER OF DAYS, COMMENCING

Tuesday, November 27th.

SPECIAL PRESENTATION

of the epic motion picture

THE

KING OF KINGS

A Film That Reverently Carries The Spirit Of True Christianity, Of Pity, Of Charity, Of Hope And Of Faith—The Promise Of The Future!

The Supreme Achievement Of The Screen!

THREE PERFORMANCES DAILY. 2.30, 6.00 and 9.15. ADVANCE BOOKING OFFICE NOW OPEN.

ACTORS APPLY FOR CHARTER.

TO CHECK NOTORIETY HUNTERS.

The Stage Guild is about to enter on a campaign to put a stop to the loose use of the words "stage," "actor," and "actress," which so often brings the theatrical profession into disrepute.

They are equally emphatic on the exploitation of notorious persons and criminals by unscrupulous managers, and are to take a firm stand against members of the profession whose craze for the limelight makes them live their private lives in public.

Mr. Godfrey Tearle, who is a prominent member of the guild, said

to a Daily Mail reporter that this type of person did not represent the real actor or actress.

The Stage Guild is the only society open to any person who is connected with the stage, and Mr. Tearle claims that it is the most representative organisation. It has now been decided that it shall apply for a charter, which will give words like "actor," "actress," and "stage" as clear a definition as the word "doctor" or "solicitor."

A petition for a charter has already been lodged, and the process of obtaining one is in the hands of the parliamentary agents.

"When we have a charter," added Mr. Tearle, "it will be a question of professional etiquette whether certain things are done or not done. It will certainly put an end to people calling themselves actors and actresses who have no right to so."

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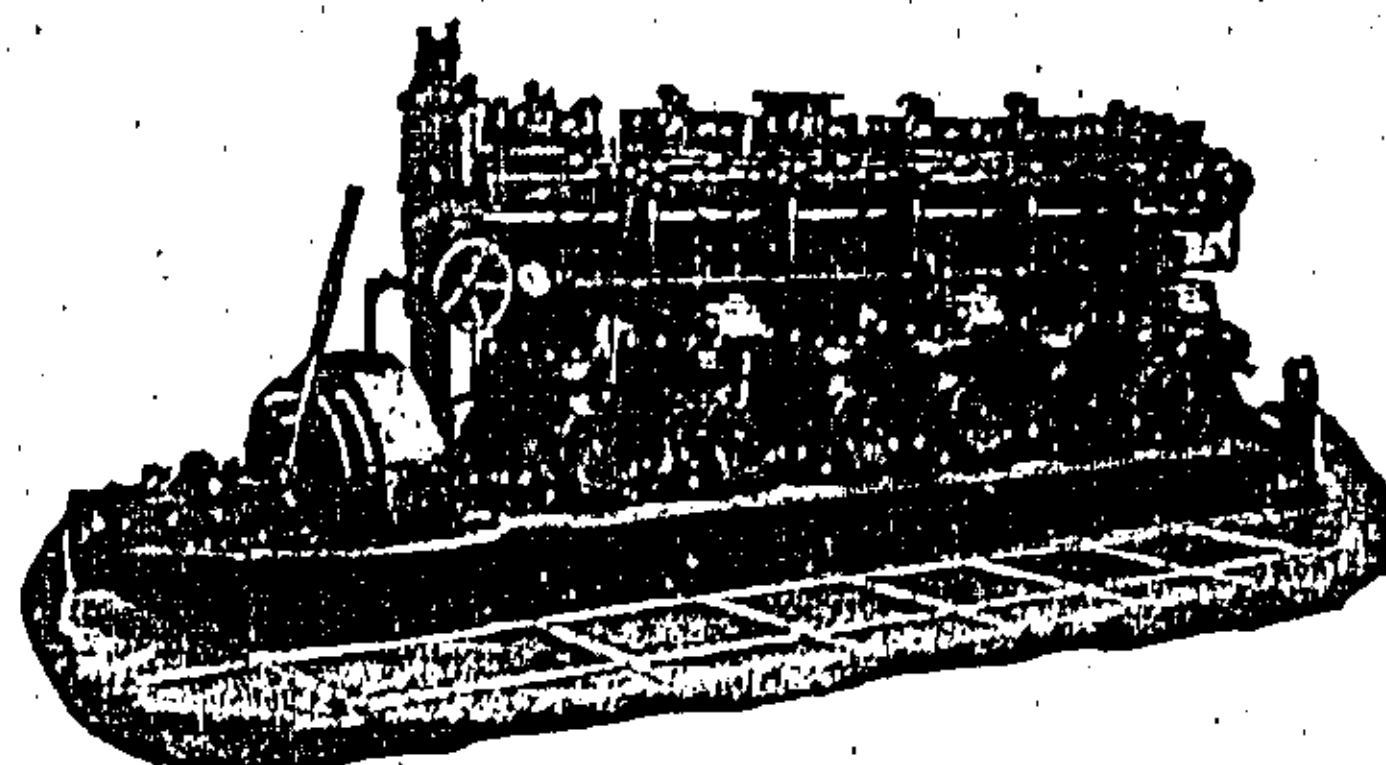
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lamps, electric or other pre-heating device.



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and health. Pinkettes help you
to do both by ensuring daily
intestinal regularity, by keeping
the liver active, the skin clear,
the eyes bright, and by banishing
sick headache, coated tongue,
bilious attacks, ill-smelling breath.
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REVOLT ENDS IN CORONATION.

TALE OF THE THRONE OF ABYSSINIA.

"An article in the London
periodical *East Africa* puts in a
new light the events which led up
to the recent coronation of the Re-
gent Ras Tafari as Negus (King)
of Abyssinia.

Below are extracts from the
article:

"It appears that a group of dis-
gruntled officers attempted to over-
throw and capture the Regent, who
is also the heir to the throne.

"To gain support they are known
to have informed the Queen—who
has been regarded as opposed to the
Regent's progressive ideas—that
he had publicly expressed his
dislike of the existing regime,
under which he (Ras Tafari) did
all the work, while the Queen
reigned supreme.

"The conspirators are reported to
have added that the Regent intend-
ed to dethrone and arrest the Queen.
To capture the Prince Regent.

"Presumably convinced that their
designs would not be viewed with
disfavour by the Queen, the con-
spirators then plotted to capture the
Ras when he was not accompanied
by his guards.

"In some way news of the plot
reached the Regent, who ordered
the arrest of the officer chiefly con-
cerned in the conspiracy.

It is added that Ras Tafari sent
for other implicated officers singly,
and meanwhile had armoured cars
and machine guns assembled near
his residence.

"One of the officers who perceived
this is said to have threatened the
Ras with murder if they were fired
upon or arrested, whereupon the
Regent is alleged to have declared
that he had no personal designs on
the throne.

"That night special police were
picketed near the foreign Legations
for their protection in case of dan-
ger.

"Many arrests were made, and
after an anxious night the mutiny
was broken.

Then the Queen issued a proclama-
tion affirming her entire faith in
the Regent, whose courage and wis-
dom in handling a very precarious
situation are acclaimed in the capi-
tal."

Though publishing these details
with all reserve, *East Africa*
ascribes them to a usually very
well-informed source."

THE INTERPRETATION OF DREAMS.

DR. HOEHE'S CRITICISM OF FRAUD.

Vienna, Oct. 11.
Up to the seventieth birthday
of Professor Sigmund Freud, three
years ago, the international Psy-
choanalytical "Verlag" in Vienna
had published ten volumes of his
work. Now an eleventh volume
has been issued, containing a
number of new essays. It is in-
tended to issue a complementary
volume at some future date.

A little book, "On Sleep and
Dream," has just been published
by Dr. A. Hoche, of the Freiburg
University, who is convinced that
Freud makes a fundamental mis-
take in relying on reports of
dreams delivered to him several
hours or even half a day after
the dream. Hoche contends that
such reports nearly always differ
considerably from the actual
dream. Only dreams written
down immediately after awaking
are, he contends, reliable; later on
they become an invention on
which no scientific conclusions
can be based. Professor Hoche
strongly objects to Freud's way
of connecting most dreams with
sex.

Hoche's little book contains
many new points on the dreams of
scientists and artists, who, during
their sleep, were inspired with
some happy inspiration.

"DON'T NAG."

ARCHBISHOP'S ADVICE TO CLERGYMEN'S WIVES.

"I hope that the day is coming
when the wife of a clergyman will
not be in any way a sort of parish
hack," said the Archbishop of York
in a farewell address to clergymen
and their wives at Hull.

Dr. Lang, who is a bachelor, suc-
ceeded Dr. Randall Davidson as
Archbishop of Canterbury next
month.

He said he had his own opinion as
to the value of a wife to an arch-
bishop. He had had much to do
with the choosing of clergymen,
but—perhaps unfortunately—he
had had nothing to do with the
choosing of their wives. He added:
"Sometimes the work of a clergy-
man is affected by unnecessary
mannerisms. No married man
should have mannerisms. Their
wives should be able to correct them.

"Deal with them gently and
sympathetically, but firmly put them
in their place.

"Keep an eye on your husbands,
but above all things, don't nag."

TO-DAY

FUN O' THE FAIR!

will be held at

LEE GARDEN

(by courtesy of the executors of the late Mr. Lee Hysan)

His Excellency, the Officer Administering the Government, the Hon. Mr. W.T. Southorn, (accompanied by Mrs. Southorn, the Patroness of the Hongkong Women's Guild and Ministering Children's League) has kindly consented to open the Fair

At 3.45 p.m.

MASSED PIPES—GUARD OF HONOUR BY
BOY SCOUTS AND GIRL GUIDES.

ROLL UP!! ROLL UP!!!

Military Bands, Side Shows, and Dancing.
Chute, Coco-nut Shies, Aunt Sally, Shooting
Gallery, Roll Bowl or Pitch and Billiards
Competition. Candy, Tea, Coffee, Ice Cream,
Cigarettes, and Mineral Water Stalls.

Raffles, Bran Tubs, Fish Pond, Lucky Dips, and
all manner of Fancy Goods and Toy Stalls.

EXTRA SPECIAL ATTRACTIONS

BELILIOS OLD GIRLS' ASSOCIATION STALL—Great Attraction.

The well-known Korean Scribe of Chinese Characters will write
for visitors in Decorative Chinese at 40 cents a Character.

FORTUNE TELLERS - Madame Carmencita and Madame Swami.

A unique opportunity to have your Fortune told and to see into
your Future.

Palmistry, Clairvoyance and Fortunes.

LUNA PARK in charge of Mr. H. Remington and Mrs. Remington, M.B.E.,
assisted by Special Troupe. First Time held in Hongkong.

MASSED BANDS CONCERT. Open Air 10-11.30 p.m.

Seats obtainable at \$1.00 each. Splendid programme.

MISS CAPELL. The Theatre.

Wonderful afternoon Display of Children's Dancing 5.30-6.30
Admission Fifty Cents.

Evening Performance. The J-Pans 9.10 p.m.
Admission: \$1.00

No. 1 HOUSE.

Dancing 8.30 to 11.30 p.m.

Excellent Augmented Band from the Hongkong Hotel.

Admission: Dancers only \$2.00.

Admission to Fair 50 Cents.

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TO SHANGHAI via SWATOW & SHANGHAI	Kwongsang Hopsang Kwaisang Waisang	Wed. 21st Nov at 7 a.m. Sun. 25th Nov at 7 a.m. Wed. 28th Nov at 7 a.m. Sun. 2nd Dec at 7 a.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Hosang	Wed. 21st Nov at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Kutsang	Sun. 2nd Dec at 7 a.m.
TO STRAITS & CALCUTTA	Kumsang Fooksang	Mon. 19th Nov at 3 p.m. Fri. 23rd Nov at 3 p.m.
TO SANKAN	Mausang	Thurs. 13th Dec at noon.
TO CANTON	Hopsang	Mon. 19th Nov at 10 p.m.
TO TIENTSIN	Choongshing Chih-hing	Wed. 21st Nov at 5 p.m. Fri. 30th Nov at 5 p.m.

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Sailings from Canton—Daily at 8 a.m.	(Sundays and 4.30 p.m. only).

HONGKONG-MACAO LINE.

FROM HONGKONG.	FROM MACAO.
8.00 a.m. "SUI AN" from Wing Lok Wharf. (Sundays Excepted)	8.00 a.m. "WING ON" from Wing Lok Wharf. (Sundays Excepted)
3.00 p.m. "WING ON" from Wing Lok Wharf. (Sundays Excepted)	2.00 p.m. "SUI AN" from Wing Lok Wharf. (Sundays Excepted)

Macao Race Meeting

Special Excursions to Macao.

On SUNDAY, 18th November.

HONGKONG TO MACAO | MACAO TO HONGKONG

8.00 a.m. "SUI AN"	4.00 p.m. "SUI AN"
9.00 a.m. "TAISHAN"	5.30 p.m. "TAISHAN"

Notice:—
S.S. "TAISHAN" will sail from and return to the Hongkong Wharf.
S.S. "SUI AN" will sail from and return to the Wing Lok Wharf.

RETURN SALOON PASSAGE FARE: \$5.00

Above sailings are subject to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

GLEN LINE.

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TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLUMBIA.

Motor Vessel "GLENBEG" (Via Oran) ...	12th Dec.
Steamship "GLENIFFER" (Via Oran) ...	9th Jan.
Steamship "GLENSHANE" (Via Oran) ...	6th Feb.
Steamship "CARDIGANSHIRE" (Via Oran) ...	6th Feb.

TO SHANGHAI, KUBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "GLENIFFER" ...	25th Nov.
Steamship "CARDIGANSHIRE" ...	16th Dec.
Steamship "GLENSHANE" ...	31st Dec.
Motor Vessel "GLENIGLE" ...	7th Jan.
Steamship "CARDIGANSHIRE" ...	21st Jan.

For freight, passage & further particulars, apply to—

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AUSTRAL-CHINA NAVIGATION CO.

S.S. "CALULU"

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JAPAN'S POLICY.

TREATY QUESTION CRUX OF SITUATION.

Tokyo, Nov. 16.
It is learned that an important meeting was held yesterday at Kyoto at which the Government is reported to have decided on its future policy to Nanjing. The crux of the situation appears to be the question of treaty revision, as apart from the necessity of both sides saving face, the Government, though desirous of opening formal negotiations as soon as possible, wishes first to ensure that once commenced there will not be a deadlock and are likewise anxious to avoid the possibility of

becoming involved alone over the question of extrajudiciality.

It is believed that at yesterday's meeting it was decided, *inter alia*, that the Government, before entering into negotiations, will insist that the Nationalists restrain the anti-Japanese movement at Tientsin and Hankow. —*Reuter*.

Mr. Yada's Mission.

Tokyo, Nov. 16.
It is reliably learned that the Government is shortly instructing Mr. Yada to proceed to Nanjing to ascertain the sincerity of the Nationalists regarding the settlement of pending questions on the basis of past conversations. If satisfied Nanjing is sincere, the Government will then initiate formal negotiations. —*Reuter*.

FUN O' THE FAIR.

TO-DAY'S ATTRACTIONS AT LEE GARDENS.

For months past a whole host of kind ladies in Hongkong, representing every social group on the Island and at Kowloon, have been working—and working incessantly—to make of the Fun O' the Fair, which is to be held within the Lee Gardens this afternoon, a prodigious success. All good luck to the self-denying efforts of the promoters and their large band of willing and cheerful helpers, since the most deserving charities at home and in the Colony, are going to benefit by the proceeds of the Fair which has been organised and is carried out on a gigantic scale.

The generous people of Hongkong—Chinese and non-Chinese alike—will not be true to their best traditions if they fail to visit and patronise the Fair on a scale that is generally expected of them. For the thought, time, labour and expense exerted in organising and producing the Fair have been spent in a lavish manner and it remains for the community at large to prove that the efforts put forth in the cause of Charity will not have been put forth in vain.

Lads and Lasses Roll Up.

Will the lads and lasses resist the appeal from the Hongkong Women's Guild and Ministering Children's League, to roll up to Lee Gardens this afternoon? We hardly think so. And will the gallant men and kindly-hearted women of Hongkong and Kowloon refuse to show their appreciation of the combined efforts of all classes in the Colony to raise the maximum sum to aid charitable associations sorely in need of help? We should be wide of our estimate of the generosity of the community if we could but imagine that the Guild's and the League's appeal for one and all to "roll up" should fall on deaf ears.

No more delightful afternoon can be spent by the laddies than a visit to Lee Gardens this afternoon. For the little 'uns there are attractions innumerable. If only to mention one item alone from a long programme of all sorts of amusements for the children, donkey rides will give enjoyment beyond measure to the boys and girls. The tiny tots need have no fear of a "spill" for Dr. Grosby and men of H. M. Ships in port have charge of this section of the Fair. The children's dancing display will be as popular as ever. For the ladies, too, the Committee have provided a tempting feature in a flower pot competition that will rival the best efforts of the Horticultural Society or the New Territories Agricultural Show Committee. Exhibitors should enter the competition when they can best realise its real value.

Ever thoughtful of men, the Women's Guild through the Naval Branch in Hongkong, has provided a shooting gallery, presided over by Major Quinlan, men of the Royal Marines and of the destroyer Bruce. The gallery will afford an excellent opportunity for local marksmanship. Men of the Volunteer Defence Force and of the Special Police will have a splendid chance to display their prowess in rifle shooting.

Luna Park in Hongkong.

Unlike the Luna Park at Shanghai, the ground laid out by

CHINA'S ARMIES.

MARSHAL CHIANG'S PLAN FOR REORGANISATION.

Shanghai, Nov. 16.
Marshal Chiang Kai-shek is issuing invitations to the commanders of various military groups to an important military conference at Nanjing on December 1, at which he hopes to induce them to agree to reorganisation of all the armies on national lines. —*Reuter*.

Mr. and Mrs. Remington and helpers in Lee Gardens will not mean an expense of money without any commensurate gain. Greyhounds will not be seen pursuing an illusory quarry, but for every ten cents spent Mr. Remington and his troop promise return in pleasure worth many times more. The aerial railway, roulette, football and punching ball, to mention a few of the many attractions, are sure to draw hundreds of patrons to Luna Park. It must be visited to be appreciated.

Billiard Competition.
Much has been heard of the "Snooker Match" just starting at Kowloon. Mr. Tregan, K.O.S.B., has organised a billiard competition at the Fair. An inter-club match this evening at the Fair should be productive of healthy rivalry among the champion clubs of the various clubs in the Colony.

Fortunes Told.

For the first time in the history of the annual Fair that is gaining in popularity every year, the Women's Guild has searched all countries and all climes for the best experts in the art of divination. The Guild is happy in the fact of being able to announce that from the Sunny South they have engaged the services of Madame Carmencita, while from mystic India Madame Swami has travelled all the way to Hongkong to give the benefit of their occult powers to local residents. For a small remuneration any resident, desiring to know the winning number of the Cash Sweep at the race meeting on the 1st December, or what number to buy in the big Champion Sweep of the Chinese Club or the Club Lusitana, can obtain the unerring advice of these two ladies, who claim to be without an equal in palmistry, clairvoyance and fortune-telling.

Dancing in the Evening.

Mr. A. L. Shields and his Committee will be in charge of the dancing floor which will be open from 8.30 p.m. to midnight. No better music can be hoped for than that provided by the Hongkong Hotel Band. Light refreshments may be obtained throughout the evening. Diners will be catered for by the Chinese restaurant under the Lee Garden management.

A word in conclusion; the military Bands, by kind permission of Lt.-Col. Conyn, D.S.O., and H. C. Ponsbury, D.S.O., will play selections throughout the afternoon and evening. With such experienced Bandmasters like Messrs. Fitz-Earle, A.R.C.M., and Perry, visitors can depend upon programmes that will delight all comers.

His Excellency the Officer Administering the Government, the Hon. Mr. W. T. Southern, C.M.G., will open the Fair at 3.45 p.m. The promoters rely on the residents of Hongkong for a large concourse to add enthusiasm to the opening ceremony.

CONSIGNEES' NOTICES.

AMERICAN & MANCHURIAN LINE.

From U.S.A.

The steamship "CITY OF PERTH" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 20th November, 1928, will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before 27th November, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—

THE BANK LINE LIMITED.

General Agents.

HOLLAND-OOST AZIE LIJN.

(HOLLAND-EAST ASIA LINE.)

From AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN and GENOA. The Steamship, "ZOSMA" having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the China Provident Loan and Mortgage Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 22nd November, 1928, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 21st November, 1928, at 10 a.m. by Messrs. Goddard & Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the undersigned in any case whatsoever.

Bills of Lading will be countersigned by—

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, 14th November, 1928.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO' LONDON and STRAITS.

The Steamship "BENLOMOND" Consignees of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd November will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 6th December, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 15th November, 1928.

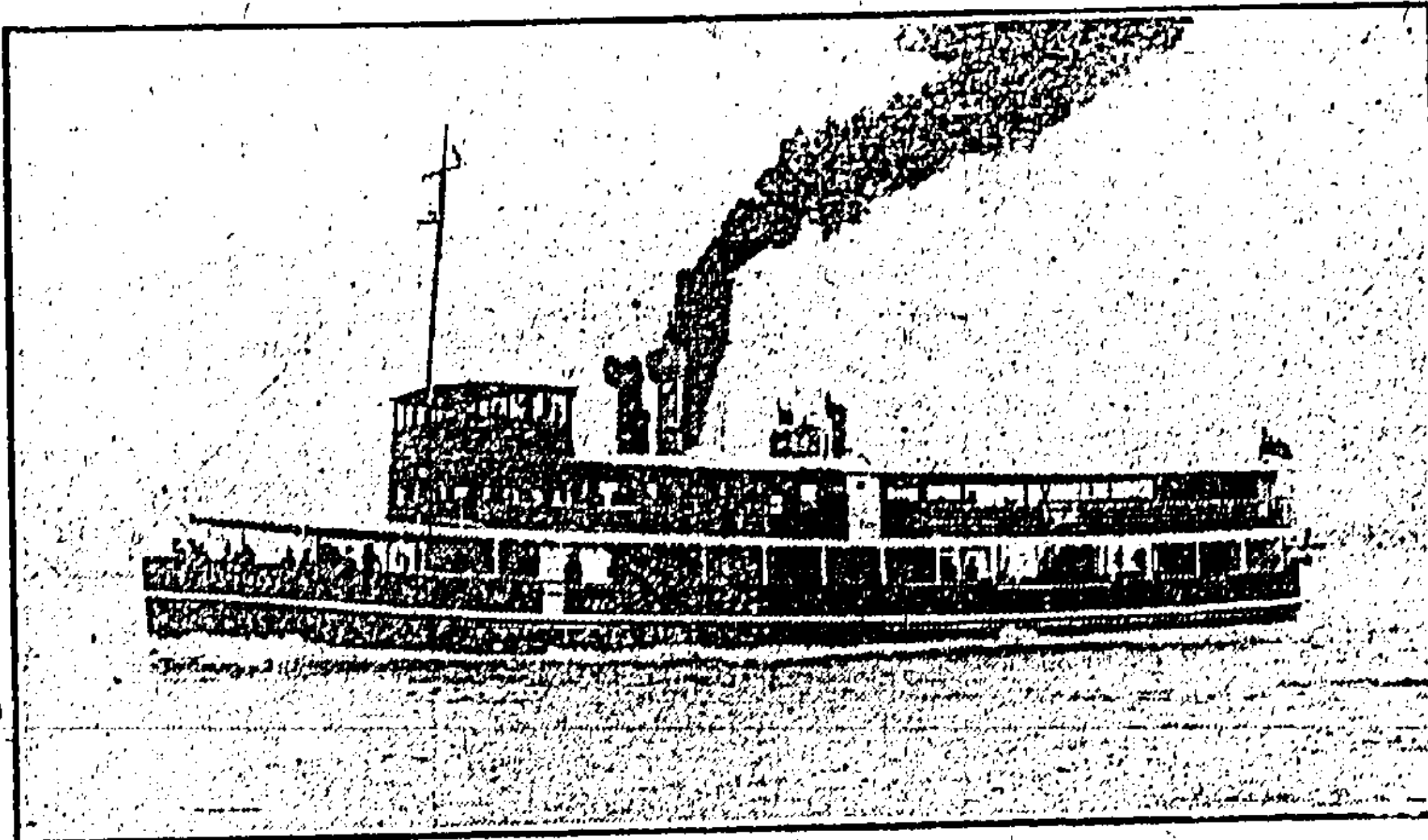
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S. S.	Tons	From Hongkong (about)	Destination
*KHYBER	9,114	24th Nov.	Marseilles, L'don & Hull
KARMALA	9,128	1st Dec.	Marseilles & London
*JEYORE	5,318	8th Dec.	M'sel, L'don, Hull, A'werp, Rotterdam & Hamburg
MALWA	10,946	8th Dec.	Bombay, M'sel & London

*Cargo only. *Calls Casa Blanca.

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TILAWA	10,005	28th Nov.	S'pore, Penang & Calcutta
TAKADA	6,949	11th Dec.	S'pore, Penang & Calcutta
TALAMBA	8,018	23rd Dec.	S'pore, Penang & Calcutta

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EASTERN & AUSTRALIAN SAILINGS (South)

*TANDA	6,656	30th Nov.	Manila, Sandakan, Thure, St. Albans
*ALBANS	4,500	28th Dec.	Island, Townsville, B'bars
ARAFURA	6,000	1st Feb. 1929.	Sydney and Melbourne.

*Calls Port Holland.

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The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TAKADA	6,949	20th Nov.	Amoy, Moji, Kobe & Osaka
TRELAWAY		21st Nov.	S'hai, Moji, Kobe & Yoko
NALDERA	16,088	23rd Nov.	S'hai, Kobe & Yoko
TALAMBA	8,018	30th Nov.	Amoy, Moji, Kobe, Yoko

*Cargo only.

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

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Siberia Maru Tuesday, 11th Dec.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

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Haruna Maru Saturday, 17th Nov.

Kitano Maru Saturday, 1st Dec.

SYDNEY & MELBOURNE via Manila & Ports.

Mishima Maru (Calls Zamboanga) Wednesday, 21 Nov.

Tango Maru Wednesday, 19th Dec.

BOMBAY via Singapore, Penang & Colombo.

Fuku Maru Tuesday, 27th Nov.

Tomura Maru Sunday 3rd Dec.

SOUTH AMERICA (WEST COAST) via Japah, Honolulu,

Los Angeles, Mexico & Panama

Ginyo Maru Tuesday, 18th Dec.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Wakasa Maru Sunday, 9th Dec.

NEW YORK and BOSTON via PANAMA.

Tsuayama Maru Monday, 26th Nov.

Auka Maru Saturday, 8th Dec.

LIVERPOOL via Port Said, Genoa & Marseilles.

Toyooka Maru Wednesday, 21st Nov.

Dakar Maru Friday, 21st Dec.

CALCUTTA via Singapore, Penang & Rangoon.

Pohang Maru Sunday, 18th Nov.

Akita Maru Saturday, 1st Dec.

SHANGHAI, KOBE & YOKOHAMA.

Kamakura Maru (Kobe Direct) Tuesday, 20th Nov.

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S.S. "CITY OF PERTH"	via Suez Canal 27th Nov.
S.S. "CITY OF CHESTER"	via Suez Canal 27th Dec.

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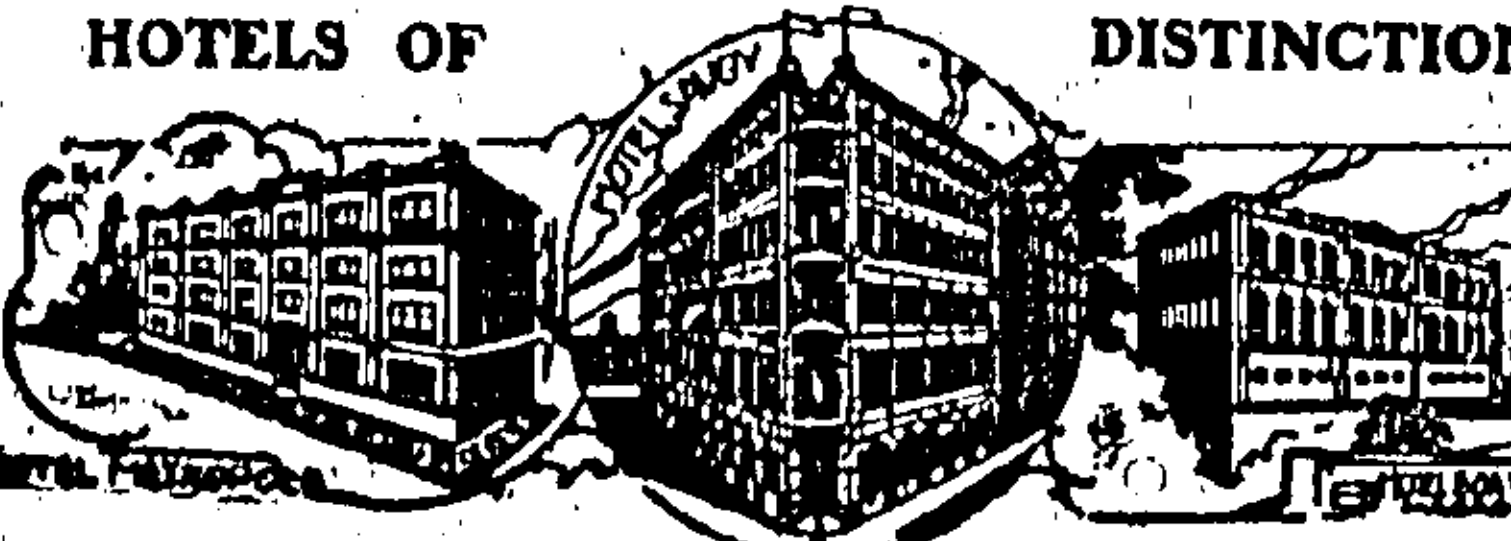
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FRANKLIN, at 1 and 8, Wyndham Street, in the City of Victoria
Hongkong.

R.A.F. FLIERS ARRIVING TO-DAY.



A picture of the R.A.F. fliers, who will arrive in the Colony this afternoon. The personnel is precisely the same as when the flyingboats set out from England over a year ago when this photo was taken. Left to right:—Group Capt. H.M. Cave-Brown-Cave, Squadron Leader G. E. Livock (second-in-command) Flight Lieut. P. E. Maitland, R. G. Sawyer and C. G. Wigglesworth, Flying Officer G. E. Nicholls, Flight Lieut. D. V. Carnegie, and Flying Officer S. D. Scott.

RESPONSIBILITY OF ARCHITECTS.

MUST NOT SHELTER BEHIND OFFICIAL PERMITS.

AMENDING LOCAL LAW.

One of the features of an Ordinance to amend further the Public Health and Buildings Ordinance of 1903, which is shortly to be introduced in the Legislative Council, is the intention of making the responsibility of architects in regard to new buildings more definite than it is at present, and not to enable them to shelter behind any certificate or permit of the Building Authority.

This is to be done under Section 9 of the amending Ordinance, and, with this object in view, paragraphs (a) and (b) place upon the architect the responsibility of certifying that a new building is structurally safe, which is much the same principle as is laid down in Section 225 of the principal Ordinance with regard to alterations or additions to existing buildings.

Sub-section (c) of section 9 of this Ordinance relieves the Building Authority of any duty to certify that the requirements of the principal Ordinance have been complied with, because it is obvious that the Building Authority could not conscientiously give any such certificate for the reason that it is impossible for him, with his present staff, to ensure that such requirements are complied with. Moreover such responsibility ought to rest exclusively upon the party for whom the new building is being erected and his architects and contractors.

Section 10 raises the penalty for dangerous blasting from a maximum fine of \$100, which is inadequate, to a maximum fine of \$500.

Section 11 also deals with the question of inadequate maximum penalties; it being of the utmost importance that all plans sent in to the Building Authority shall be absolutely correct. The maximums are increased from \$100 to \$1,000.

Section 13 of the amending Ordinance relieves the Government and any officer of the Government from legal liability in respect of requiring buildings or works, other than Government buildings or works to be erected or carried out upon designs or plans, or of type construction or material approved of by the Government or by any Government officer or in respect of the fact that any such works or buildings are subject to the approval or inspection of any Government officer.

The idea underlying this section is that owners of buildings or works and their architects and contractors should be responsible for the erection and carrying out of non-government buildings, and works as regards all the aforesaid matters of detail.

AMERICAN FINANCIER.

Moscow, Nov. 16.
Mr. Dewey, the American financial adviser to Poland, was given a special reception to-day by M. Brukhnoff, the Commissioner of Finance, and M. Platakoff, the Chairman of the State Bank.—Reuter.

AIRCRAFT UNIQUE TO COLONY.

R.A.F. FLYING BOATS DUE TO-DAY.

MAMMOTH AMPHIBIANS ON FAR EAST TOUR.

GREETING BY HERMES.

The four Supermarine Southampton flying boats, now touring the Far East under the direction of the Royal Air Force, left Salomague for Hongkong at dawn this morning and are expected to complete the 590 miles journey at 1.30 o'clock this afternoon.

It is probable that planes will go up from H.M.S. Hermes to greet the visitors and to guide them to their special moorings in Kowloon Bay.

The feat accomplished by these magnificent craft is no small one. When they descend in the harbour this afternoon they will have completed 24,000 miles of continuous flight without the slightest mishap, beginning from Plymouth in October last year, and including India, the Straits Settlements and Australia.

Perfect Weather.

They left Singapore seventeen days ago on their tour of the Far East and have touched at Kuching, Labuan, Puerto Princesa, Manila and Salomague. When they return to Singapore, they will have completed a round trip of 5,430 miles.

Group Captain H.M. Cave-Brown-Cave D.S.O., D.F.C., is in command of the expedition, which has enjoyed perfect weather throughout the present flight, and has encountered no difficulty whatsoever.

The mammoth machines which are being used in the flight, weigh over ten tons, in spite of the fact that 990lb have been saved by the fitting of duralumin hulls, instead of the wooden hulls usually seen on this type of craft. The machines have a wing spread of 75 feet, and from tip to tail they are 50 feet in length.

Magnificent Time-keeping.

Twin-engined, the flying boats are equipped with 450 h.p. Napier Lion engines and they can maintain height and even climb on one engine alone. In no better way could the superiority of British aircraft construction have been shown. They have flown as one unit according to a schedule laid down months before, and have kept to that schedule as rigidly as a railway train.

Special arrangements have been made at the Kai Tak Aerodrome to receive them, though except that wanted for mooring and refuelling, the boats can continue absolutely independent of shore help.

Giant Amphibians.

The interiors of the giant amphibians have been specially equipped so that the crews can sleep on board and can cook their meals. They carry food and water for about two days, besides extra emergency rations. The fuel tankage, greater than normal, has been installed in the wings.

FOOD SHOPS ON PEAK.

THE NECESSITY OF PROPER CONTROL.

A POSSIBLE DANGER.

The law dealing with unwholesome food is being amended by a revision of the Public Health and Buildings Ordinance.

The object of Section 6 of the amending Ordinance is to prevent places for sale of food being maintained in the Hill District unless they are licensed and properly controlled. Experience has shown the danger of the establishment at the Peak of shops in which the sale of food is not kept under proper sanitary conditions. Such shops tend also to attract rats and might possibly become centres of infection if plague were to return to the Colony.

The new Section 82 (like the Sections of the principal Ordinance, namely 82, 83 and 83A, which it replaces) makes it an offence to sell food which is unwholesome for animals as well as food which is unwholesome for man.

The power of ordering the destruction of unwholesome food continues vested in the Head of the Sanitary Department, acting upon the recommendation of certain expert officers, instead of being vested as under the English Act in the Magistrate. In view of local conditions of climate, etc., it seems desirable to retain the power of ordering destruction of unwholesome food in the hands of the Head of the Sanitary Department.

The fine under sub-section (2) of the Section 82, i.e. \$500, is the equivalent of the £50 in the Home Act, instead of the \$100 in 83A of Ordinance 1 of 1903 which seems to be a wholly inadequate fine for a serious offence. Moreover the same sub-section, following the English Act, confers upon a Magistrate power with inflict imprisonment, without the option of a fine, for a term not exceeding six months.

HUGE SHARE SALES.

New York, Nov. 16.
It is estimated that the total sales on the Stock Exchange yesterday exceeded 6,700,000 shares.—Reuter's American Service.

FINER WEATHER.

The weather forecast up to noon to-morrow is:—Overcast at first, clearing later.

The four boats are commanded by Captain Cave-Brown-Cave, with Squadron Leader G. E. Livock, D.F.C., as his second-in-command, and there are six pilots besides mechanics, riggers and wireless operators. The pilots are Flight Lieut. P. E. Maitland, A.F.C., Flight Lieut. D. V. Carnegie, A.F.C., Flight Lieut. C. G. Wigglesworth, A.F.C., Flight Lieut. H. G. Sawyer, A.F.C., and Flying Officers S. D. Scott and G. E. Nicholls.

New to Colony.

Hongkong is particularly interested in the flight as it is the first time that aircraft of this amphibian type has been seen in these waters. The flying boats are staying until Monday, November 26th.

Ramon Novarro

THE HANDSOME HERO OF
"BEN HUR" and "THE
STUDENT PRINCE" IN AN
ENTIRELY DIFFERENT ROLE!

NOVARRO was never more engaging than in this capital light comedy picture. From first to last, a film of perfect entertainment!

with
**RENEE
ADOREE,
MARCELINE
DAY,
HEDDA
HOPPER.**



A Certain Young Man

A riot of laughs and thrills such as you've seldom seen before!

AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

CLARA BOW

The Vivacious little star of "Ivy" in a highly amusing story of a prize-fighter who substituted physical for social culture and almost lost his girl!



"ROUGH HOUSE" ROSIE

REED HOWES AND ARTHUR HOUSMAN

AT THE **WORLD** FINAL SHOWINGS TO-DAY
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

"MATINEE LADIES"

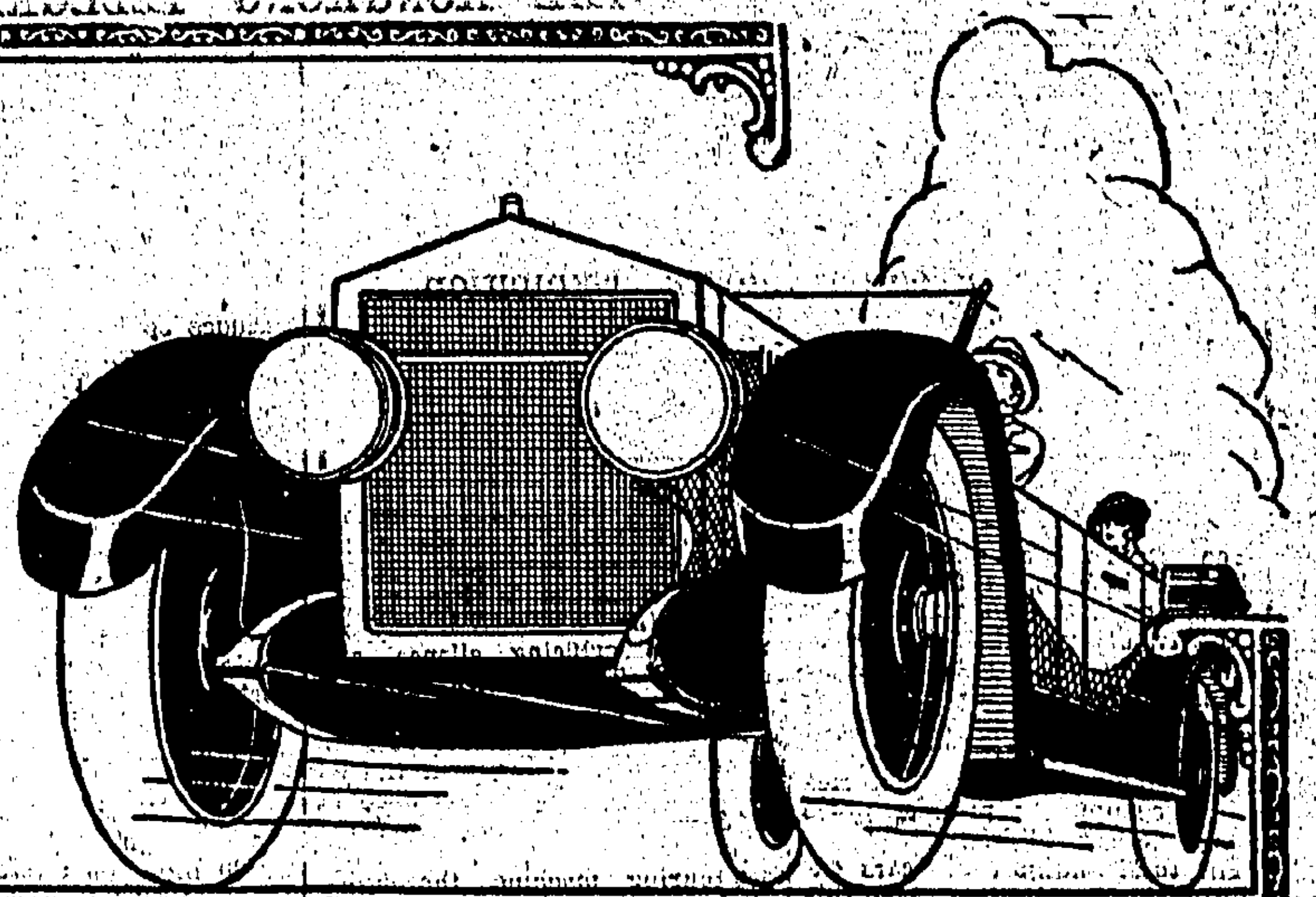
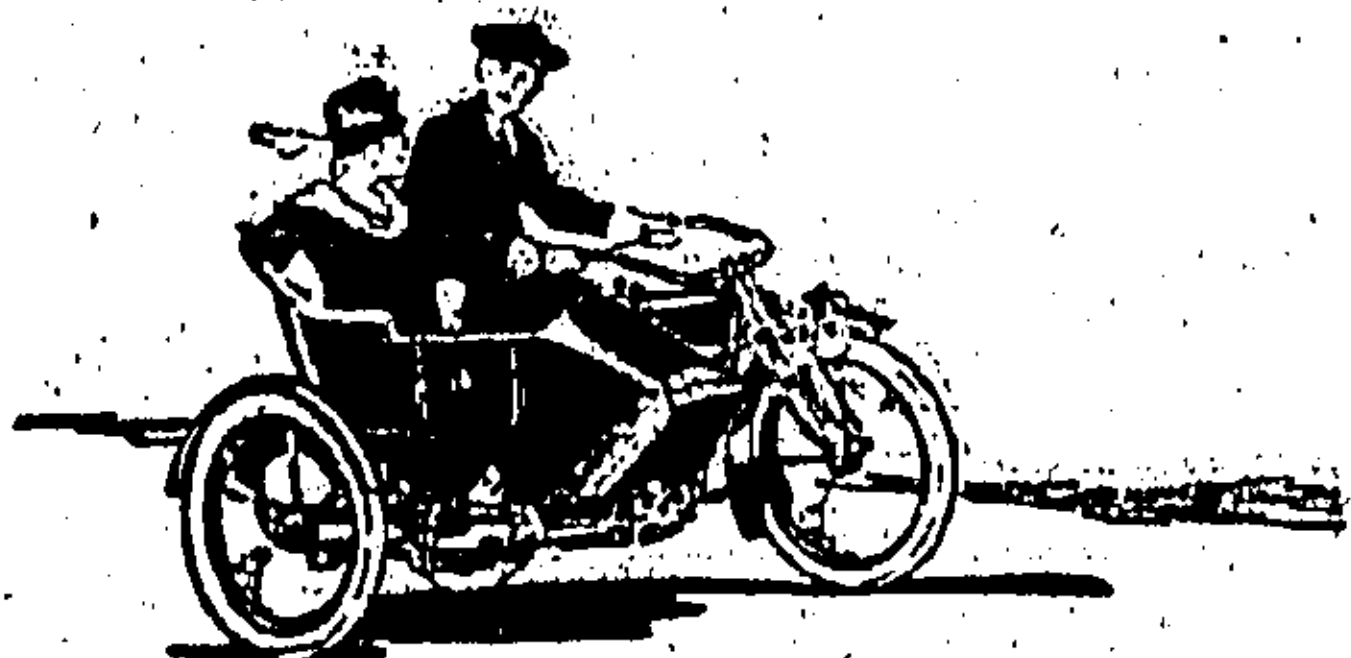
with
**MAY McAVOY
HEDDA HOPPER**
THE Comedy romance of a beautiful Cabaret girl and a "gigolo"



AT THE **STAR** FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 17th NOVEMBER, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

A Road Suggestion.

It has been suggested to us, that an attractive addition to the Colony's motoring roads would be provided by making a one-way road from Wong-nai-Chung Road to Tai Tam. The scenery through the hills along this route is most beautiful, although but few residents are aware of it, owing to the fact that a rather long walk is entailed in order to enjoy it. The cost of such work should not be by any means high, because the present track through the district would merely require a little widening in places, and the road itself surfacing.

Repulse Bay.

Just as one reaches Repulse Bay from the direction of Stanley, there are a number of iron sheets on the left of the road, which really are an eyesore. They have been painted white, and the object is to show the contour of the road by night. Such indication is, of course most necessary, but a few posts erected specially for the purpose, would not mar an otherwise beautiful district.

A Good Road.

The road from Repulse Bay to Stanley has recently been resurfaced, and motorists will note with satisfaction that an extremely good job has been made of it. An improvement would be effected however, if the corner mentioned in the above note were widened. The bend is rather sudden at this point, and with the frequent traffic leaving the Repulse Bay Hotel, as much road room as possible is clearly desirable. In this instance also, the cost would not be high.

Wandering Rickshaws.

Although we believe that the number of rickshaws plying for hire in the centre of the city is being gradually reduced, these vehicles are still a source of annoyance to motorists. Coolies have a habit of loitering for fares, and they are not always particular about keeping well in to the side of the road. Although these vehicles do serve a useful purpose at present, in view of our increasing motor traffic, firm steps should be taken to stop this obstruction caused by loiterers.

Motor Rickshaws.

We understand that it is proposed to inaugurate a service of taxi-rickshaws. The term sounds somewhat incorrect, for in reality the new vehicles will be small two-seater cars of the well-known Austin make. They will carry two passengers, and the fare will be twenty cents per mile. Once these are on the road, there should be no further use for rickshaws.

At Tai Po.

It is some time since the bridge was built at Tai Po, long enough in fact for the road approaching it to become in rather bad condition. That work has not commenced before is probably owing to the fact that time had to be allowed for the new road foundation to settle, but if such is the case, we imagine that a sufficiently long period has been allowed, and that the necessary work might be put in hand now.

Robinson Road.

Speaking of bridges brings to mind the great improvement which would be effected by widening the Bridge on the Robinson Road. As the result of a landslide some two years ago, the road was widened, but the bridge remained as before. At the time this did not matter very much but now that traffic is much heavier in the district, the narrowness of the bridge creates quite a death-trap, and widening will be the only solution to the problem.

Motor Bus Stops.

We have been requested to draw attention to the fact that motor buses on the Caine Road route do not always observe the official stopping places, but occasionally pick up passengers at other points. We do not think there is any really serious objection, as long as the drivers do not stop at places where a stationary vehicle is liable to cause obstruction or danger.

Shanghai Gymkhana.

A Motor-Cycle Gymkhana is to be held, for the first time in Shanghai, on November 25 at the Pioneer Field. It is being organised by the local motor-cycling club, known as the "China Associated Motocyclists."

The programme has not yet been definitely decided upon but it will follow the lines of the many gymkhana that are being held in England, where motorcycling as a sport is organised to a very high degree.

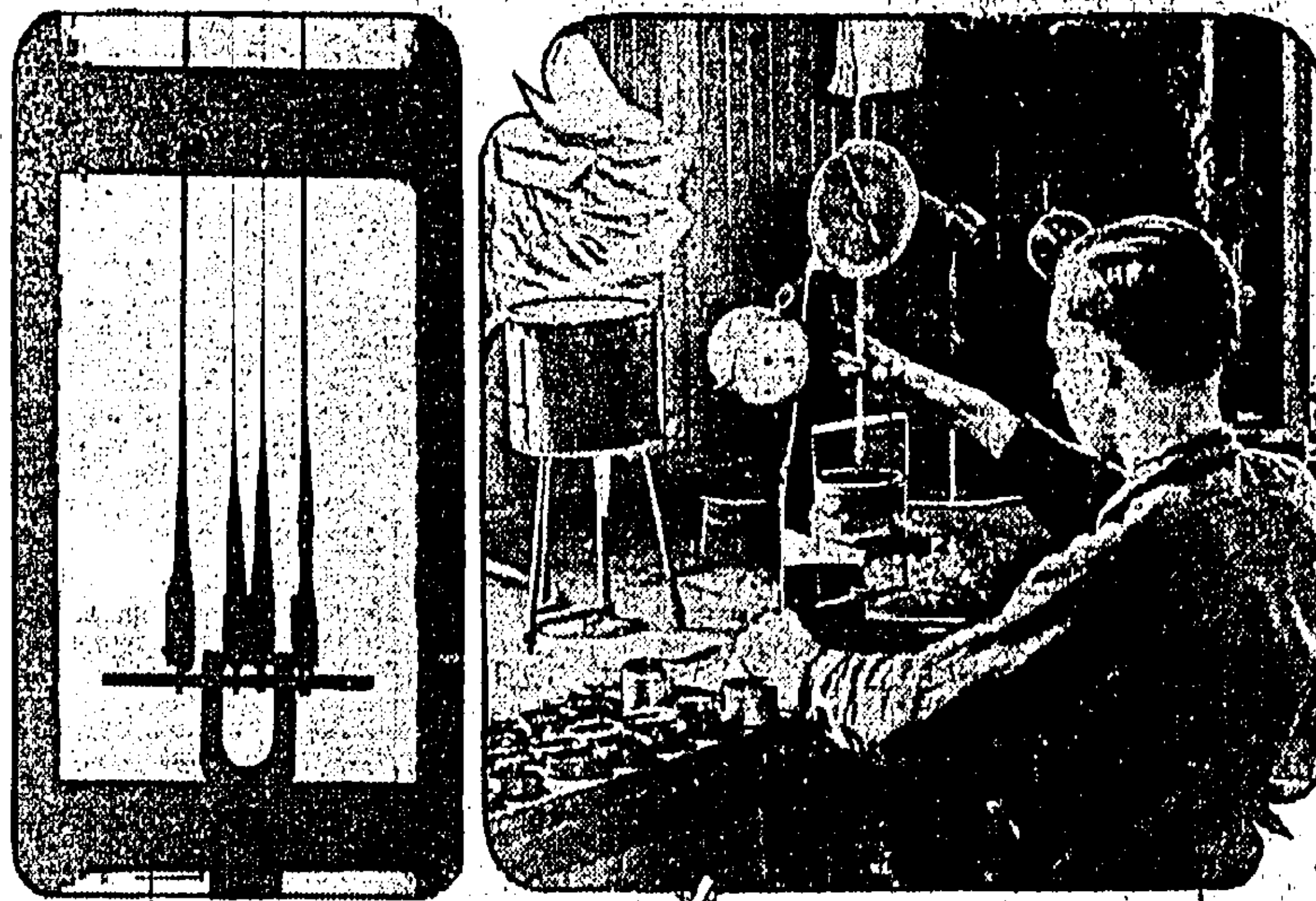
"Triplex" Goggles.

Local motorists will doubtless welcome the opportunity of purchasing "Triplex" motor goggles locally, for motoring demands that the eyes be protected not only from dust and wind, but from possible injury arising as the result of wearing ordinary goggles. It is, of course, universally known that "Triplex" is a splinterless glass, and therefore the logical material to employ for such an important purpose. Messrs. Lazarus and Co., are the agents.

CORRECTING ROAD-MAKING MISTAKES.

Engineers Subject Samples of Material to Severe Tests.

[Special Report to the Hongkong Telegraph.]



A sample of asphalt from macadam pavement stretched to a hair's width a meter long to determine its ductility, as shown at left, is one test to which road pavement samples are put at the Boston laboratory of Warren Brothers. Another, at right, is the needle test for consistency.

Boston, Oct. 11th.—In a dusty, noisy laboratory here, the mistakes and miscalculations made in building yesterday's roads are being converted into profitable examples for the future.

It is the Warren Brothers' laboratory where research is going on in the construction and improvement of macadam roads. Macadam is a combination of asphalt, crushed rock and sand.

The proper combination of these three units in their proper form makes the kind of roadbed the scientists in this laboratory are trying to maintain. They get samples of such roads, already built or under construction, from all parts of the country and subject these to various tests.

Each sample is put into an oven and cooked to loosen it up. It is then mixed with a solvent and the whole is placed in a receptacle revolving at very high speed so that the asphalt is completely separated from the sand and stone.

Parts are Separated.

The dissolved asphalt is thrown out through a porous filter ring or washer. Thus is had an exact specimen of the kind of asphalt that was used to bind together the stone and sand on a certain piece of road a few days previously. This is then placed in a small metal container and immersed in water of 77 degrees temperature where it remains for an hour until the temperature of the asphalt equals that of the water.

The sample is now placed under a small needle which bears down on

it with a weight of 100 grams for five seconds, electrically timed. The distance which the needle penetrates into the asphalt is recorded on a dial. This is the penetration test for consistency.

The asphalt has now been so shaped that it can be attached to a stretching mechanism in a small upright glass vessel. The vessel is filled with water maintained at a temperature of 77 degrees. The asphalt is stretched so slowly that one cannot perceive the movement. It is drawn into long thin hairs a meter or so in length. It must stretch at least a meter, nearly 40 inches to pass this test.

These two tests determine the asphalt's consistency, for the needle must not vary in the depth it sinks into the asphalt sample more than half a millimeter, and its ductility, which means it must stretch without breaking. A surface in which asphalt possesses these qualities will best withstand the terrific effects of millions of hurrying automobiles and of heat and cold.

Rock Pounded Into Dust.

The remaining combination of rock and sand goes through an exhausting abrasion test. It is first bored into cylinder form and subjected to blows by a machine.

The rear wheel of the average four-ton truck often gives a 16,000-pound jolt to the road after a jump of a few inches and it is the rock in the sub-grade which must take the brunt of this punishment. The torque of a truck rounding a

curve at high speed is terrific and here again the rock must withstand an abrasion test.

It is put into a revolving cylinder where it comes into contact with hard iron surfaces. The cylinder is revolved ten thousand times. The piece of rock is then removed and weighed and the dust arising from the abrasion is also weighed. The weight of the dust shows the percentage of abrasion.

This is a meticulous experiment for, if great care is not taken, the dust caused by the rock being thrown about in the cylinder may form a cushion to minimize a part of the abrasion during the balance of the test.

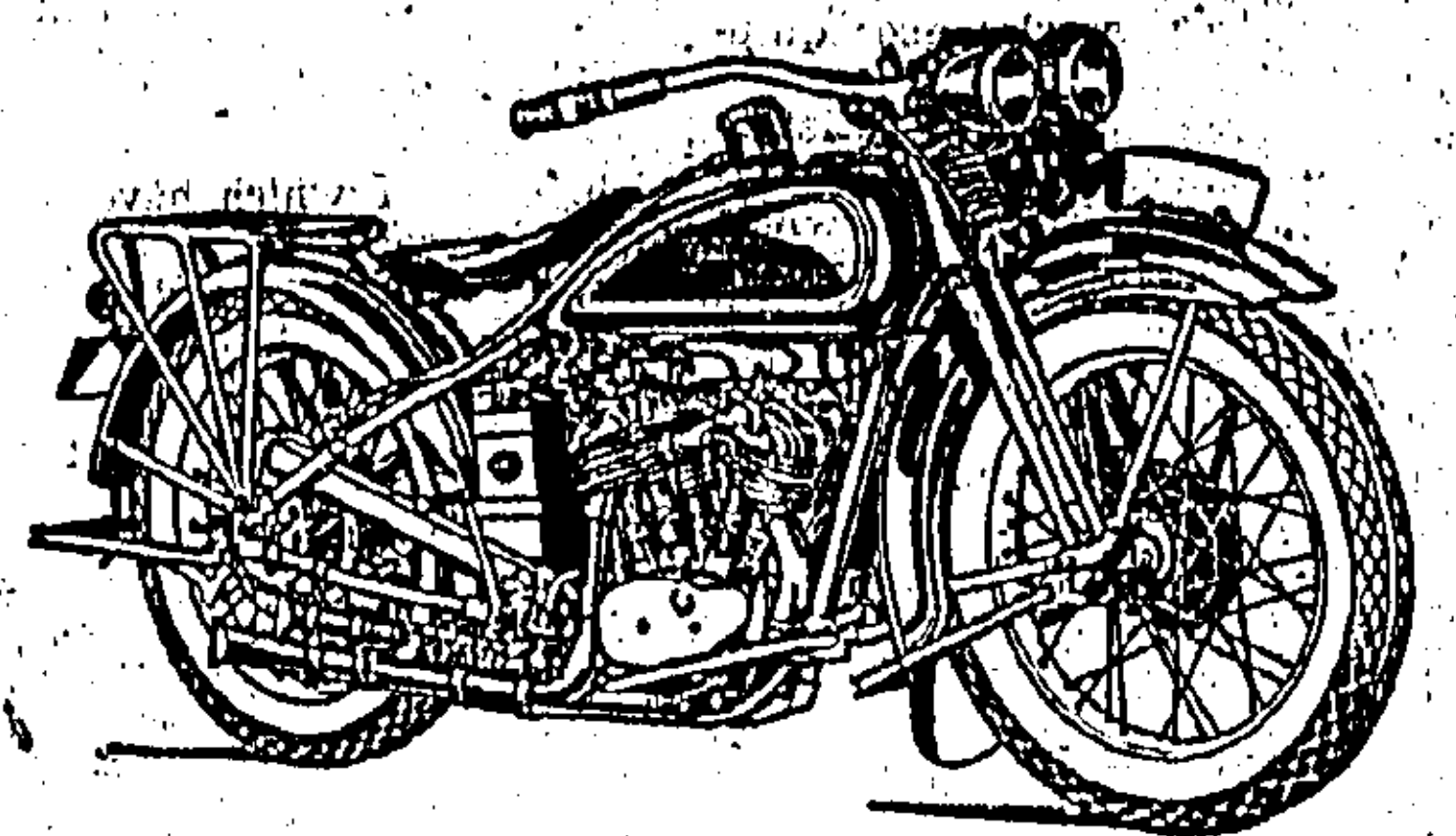
Tests for Wet Weather.

Since, also, roads get different kind of wear in wet weather, a special machine has been devised to test its materials under conditions of moisture. In this the rock is hurled about in a cube containing water. Thus available information is gathered on the abrasive qualities of the rock when both wet and dry.

Not satisfied with conditions of a road after it has been laid, the engineers at this laboratory test the materials before they are combined for a construction job. Each material is carefully analyzed and tested. Then they are combined in certain predetermined proportions and laid on a test road under pressure of a heavy steam roller.

By watching the action of this road, the engineers check up on their findings in the laboratory.

The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANKS. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

THE GASCON MOTOR CO.,
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242
2, Kwong Wah Road, Kowloon.
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A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

Mileage Headquarters right this way!

Goodrich Silvertowns
"Best in the long Run"

We do business on the oldest rule of success the rule of giving our customers the most for their money.

The most mileage from your new tires—because we have chosen, from our experience, the tires we know deliver the most.

SOLE AGENTS:
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Phone C. 4915.

All sorts of Automotive Accessories also in stock.

BEATING DEPRECIATION.

I know a man—a smartish chap—
Who only buys a "red-hot snap"
When purchasing a car
He's found, he claims, a method plain
To drive and sell and show a gain—
You'll say—as I did—"Blah."

"Depreciation is," he says,
"The biggest price a driver pays
For miles of pleasant speed;
Remove this burden from your purse
By buying cars that can't grow worse,
They're really all you need."

The most he pays is thirty pounds
For haggard freaks whose many sounds
Outdo a blast of jazz;
He does not care for paint or shine,

For bearing thumps, nor gear-box whine,
Nor who gives him the "razz."

With wire and string and bits of tape
He puts them into running shape,
Drives them a month—and then decides to try another kind,
So sells to someone deaf and blind
For twenty nine-pounds ten.

As wire is cheap, string nearly free,
He buys and sells and says, with glee:
"Expensive cars be blowed!"
But there's one cost he doesn't charge—
If added on it would bulk large—
The cost of being towed.
(Sydney Sun).

ITALY'S ROADS.

Dictators' Encourages Speed Routes.

One advantage of a dictatorship is that the country concerned gets good roads. In Italy, Mussolini has encouraged the construction of private, high-speed routes, and de Rivera, in Spain, is apparently trying to induce the population to use more cars.

There is only one car for each 167 inhabitants of Spain, but the Government has set its highways in order, and now plans to construct 6,000 miles of new roads. All the principal cities are to be linked to the capital, and the international routes improved.

DEPLORABLE ACT.

Dangerous Precedent in South Africa.

A dangerous precedent has been created by the Town Council of Pretoria (South Africa). It not only asked for the assistance of the Transvaal Automobile Club in untangling its traffic troubles—but accepted the advice.

Result of this advice is that vehicle traffic space in the streets has been increased by cutting off portions of the footpaths.

PARKS ARE POPULAR

More than 2,225,000 visitors to United States national park last year used a total of 557,000 motor cars to make their trips.

WHEEL BURNT.

Binding Brake Starts Fire.

BUMP WAS FIRST HINT.

An unusual accident was the experience of a driver who was speeding along the southern road, Sydney.

One of his front wheel brakes was binding, and the friction set fire to the wooden wheel.

The driver knew nothing of the trouble waiting for him until his axle hit the ground. Then, he thought he had lost a wheel, but discovered the wreckage of the charred spokes and tyre beneath the car.

CHINA UNDERWRITERS, LTD.

FOR
ALL CLASSES
OF
MOTOR INSURANCE

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HEAD OFFICE: St. George's Building, Hongkong. TELEPHONE: C.1121-22

THE OLYMPIA MOTOR SHOW.

World's Premier Motor Exhibition.

[Special Report to The Hongkong Telegraph by R.A.C.]

British Car Value for Money.

The International Motor Exhibition which is, at the time of writing, open at Olympia, London, is the twenty-second of the series organised by the Society of Motor Manufacturers & Traders. It continues to be, without doubt, representative of the best products of the world's private car factories and to occupy the premier place among motor exhibitions.

The total number of cars exhibited is greater than ever this year and the price ranges from £110 to £3,500. The horse power varies between 7 and 45 among the cars exhibited and is developed in from 2 to 12 cylinders. Besides the cars, however, there is a magnificent range of coachwork, which incidentally, emphasizes the predominance of closed bodies, and again, a most comprehensive display of components, accessories and equipment.

It is a great source of satisfaction that the most cursory examination of the exhibition as a whole makes it abundantly clear that the products of British manufacturers, both in quality and value for money, stand second to none and from the enormous crowds round the stands of these exhibits, it is evident that "Buy British" is the maxim for 1929.

It is proposed in this report to deal first with interesting models among the higher priced cars and to review some of the outstanding features in design, bodywork and equipment. In a subsequent report some of the medium "Sixes" and popular models will be dealt with.

World Famous Makes.

No reference to "de luxe" cars would be complete without some mention of Rolls-Royce. Both at the Paris Salon and at Olympia a number of 40/50 h.p. and 20 h.p. models have been shown fitted with bodywork by some of the world's finest coachbuilders. Actually there is no such thing as a 1929 model of this famous car, for improvements and alterations are embodied in the chassis from time to time as experience dictates. In the latest 40/50 h.p. cars produced the cylinder head has been redesigned to give more power without loss of smoothness or flexibility. Also, Rolls-Royce type hydraulic shock absorbers have been adapted to the front axle. Similarly the 20 h.p. has only undergone detail refinements since last year.

Particular interest lies in the Bentley 6½-litre models in that one of them is designed for fast and luxurious touring with an elaborate

body giving the greatest comfort whereas this chassis is also available as a very fast sports model. This is an answer to those people who imagine that speed is only obtained by sacrificing silence and flexibility. The 4½-litre model is already well known by reason of its racing successes, in particular its victory in the 24 hours Grand Prix d'Endurance at Le Mans in the summer. It is not a special racing car, however, but a fast touring machine, thoroughly reliable and easy to handle. It is noteworthy that Rootes Ltd., of Devonshire House now handle the export of Bentley cars.

Essentially of the "de luxe" class is the 3-litre 6-cylinder Sunbeam sports model which reflects the vast racing experience gained by its makers. It has well been described as "a car for the discriminating motorist with a sporting tendency, who can afford to indulge his taste." Other Sunbeam models for 1929 are the 16 h.p., 20 h.p. and 25 h.p., all of which have 6 cylinders. In every case central chassis lubrication is employed in accordance with the most modern practice. The Olympia exhibits stand out as all five cars shown are finished in cream and black.

The Coming of the Straight Eight.

The Sunbeam range includes an 8-cylinder model of 35 h.p., which with its wheelbase of 12 ft. 3 ins., provides the body-builder with opportunities for coachwork of striking design, and maximum accommodation. H.R.H. The Duke of Gloucester has just purchased his second car of this type, fitted with a Veymann limousine body. All metal fittings are finished in chromium plating.

One of the outstanding features of the Show is the increase in the number of "Straight-eights", the percentage of which has been nearly doubled since last year. These, of course, cannot be said to affect the popular class of car at the moment, but are exceedingly interesting as showing the trend of development.

The 23/70 h.p. Arrol-Aster straight-eight single sleeve valve model is entirely new. Owing to the great success of the single sleeve valve engine the makers are concentrating solely on that type. The Arrol-Aster sleeve valve mechanism performs a complete rotary movement. Thus, instead of a series of jerks the action is smooth and rhythmic. This is achieved by means of the new eccentric valve shaft which dispenses with all other valve operating mechanism and eliminates the ham-

mering action upon which the poppet valve depends. The same system is used in the firm's 17/60 h.p. 6-cylinder model.

Quite a sensation has been caused by the new 20 h.p. Hillman straight-eight, selling as a tourer at the very low price of £435. This price even includes splinterless glass, dipping headlamp reflectors and vacuum servo brakes. The e.h.v. engine is 63 by 105 with a cubic capacity of 2,620 c.c.; cooling is by thermosyphon assisted by fan and impeller, with controlled shutters to the radiator. Four forward speeds are provided. The performance is stated to be excellent and with its 56 in. track and 8½ in. clearance this model should do well overseas. Rootes Ltd., who are the world exporters of the make, have found the 14 h.p. Hillman very popular and anticipate a big demand for the new model.

In the Wolseley range are two straight-eights, a 21/60 h.p. and 32/80 h.p. This latter is intended to carry fine coachwork of the "de luxe" class. The very robust crankshaft is carried in nine bearings. Engine, clutch and four speed gearbox form a single unit which is flexibly suspended at three points, thus eliminating all vibration. The 21/60 h.p. 8-cylinder as a touring car now costs only £540.

Some New "Sixes."

The new 21/60 h.p. 6-cylinder Wolseley is built on similar lines to the "Silent six" (16/45 h.p.) which has established a most enviable reputation. As a fabric saloon the latter is now priced at £375.

The latest Humber models have been very greatly enhanced in appearance by the higher radiator adopted. Without losing the Humber likeness the lines have been modernised while greater efficiency has been obtained. The new 16/50 h.p. engine possesses a new type head which secures greatly improved power, rapid acceleration and smoother running. It is mounted on a sub-frame, being supported at four points on "Silent-bloc" transmissions which absorb any vibration. Lower top gear ratios have been adopted providing improved top gear performance.

Several minor alterations have lately been made to the 18/50 h.p. Star, including pistons of new type and the fitting of an Auto-Clean multi-plate oil filter. Right hand gear has now been adopted and a steering damper employed. Both this model and the 20/60 h.p. with their 6-cylinder engines and 7-bearing crankshafts are well known for their smooth running capabilities. The rear springs, by the way, are 48 in. long.

No drastic alterations have been found necessary in the 2-litre 6-cylinder Rover, so that, for 1929, improvements in outward appearance are the only changes. The radiator has been streamlined by a slight alteration in design, but the familiar Rover shield, which has been a feature of the make for 20 years, is still retained. This model has a standard track of 56 in. and 9 in. ground clearance. It has been

very successful during the past year and by the soundness of its design, has attracted a great deal of attention.

Improved Suspension.

The 20 h.p. Austin is the largest model produced by this very successful firm. The 6-cylinder engine develops 49 b.h.p. at 2,000 r.p.m. The balanced crankshaft is carried on eight main bearings but to secure the maximum of smoothness a vibration damper has been fitted to the front end. An improvement in the suspension has been gained by interposing thin soft metal plates between the leaves of the springs. This interweaving also renders lubrication unnecessary and thus eliminates a particularly unpleasant operation.

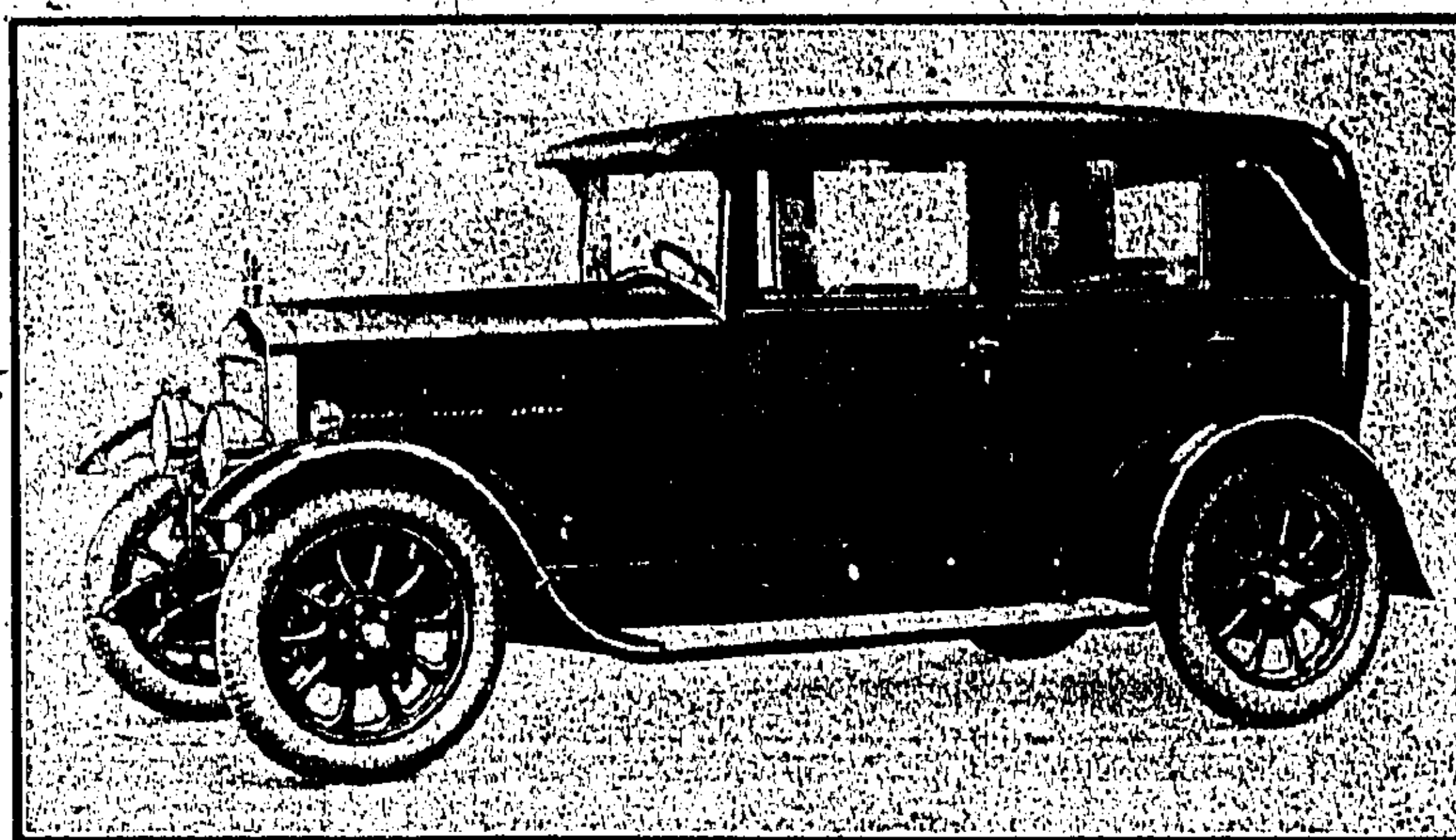
"Sixes" only are included in the A.C. (Accedes) range. With one exception, a 16/40 h.p. model, all are of 16/50 h.p. The A.C. engine has an aluminium cylinder block with liners for the pistons and o.h.v. gear. All models carry very smart coachwork and chromium plating is made full use of for the bright parts. The Sedan model, which has been specially designed to meet the needs of those who do not wish for a full sized saloon but want a moderately priced closed car capable of carrying four people in comfort, should prove very attractive.

Simpler Gear Changing.

The motoring public is demanding easier gear changing and greater silence on the lower gears, and British manufacturers are paying a great deal of attention to this subject. The Armstrong Siddeley self-changing 4-speed gearbox is a particularly interesting example of these activities. The new gear is of the epicyclic type and is controlled by a single pedal and a small lever in the centre of the steering wheel by means of which the driver selects in advance the gear which he wishes to use. No skill whatever is necessary to operate it so, by its use, there is an end to muddling or missing the gear change. It has long passed the experimental stage; indeed one box has actually covered 50,000 miles without any attention or adjustment and many others have been subjected to most searching tests, both in Britain and abroad.

The Lea-Francis free-wheel, which was introduced at the 1927 Show, is on view on both 16/60 h.p. and 14/40 h.p. 6-cylinder models. Directly the driver releases the accelerator on a car so fitted, the car "overruns" the engine with complete freedom of motion, abolishing the shock and noise ordinarily experienced when the engine ceases to propel the car and becomes driven by it. With the free-wheel in action, the driver may practically forget there is a clutch when changing gear, nor is it necessary to go through the intermediate gears; he can jump from any 4th to 2nd speed without declutching and quite noiselessly.

AT THIS YEAR'S SHOW AT THE OLYMPIA.



The above is from a photo of the Wolseley 21/60 h.p. six-cylinder Four-Light Fabric Saloon, one of this well-known firm's exhibits at the Olympia Show.

Complete Safety.

The greatly increased comfort and safety obtained in the modern car is at once evident to the visitor at Olympia. Night driving, for instance, no longer has any terrors thanks to the efficiency of the modern electric lighting sets and the excellence of the lamps. It is becoming more than standard practice to fit some form of anti-dazzle arrangement to the powerful headlamps now used.

A very favourite fitting is the dipping reflector introduced last year by Joseph Lucas Ltd. of Birmingham. In the latest pattern the near side head lamp reflector is made to dip and turn to the near side of the road, the off-side lamp being switched off simultaneously. These operations are performed by a single control conveniently mounted on the steering column, the operating medium being either pneumatic or electric. Among the firm's new road lamps is the Biflex long-range model. This type in addition to the normal reflector has an auxiliary one mounted across the front and facing the bulb. The result is that besides a particularly long range, the lamp illuminates the whole width of the road.

The latest features of the wide range of dashboard instruments manufactured by S. Smith & Sons of Crickwood is a slot incorporated in the top half of the case which allows for the illumination of the dial from a light at the back of the dash. Thus, speedometer, clock, oil and petrol gauge and radiator thermometer and so on are thoroughly illuminated without any irritating rays of light being thrown into the eyes of the driver. The Smith electrically controlled petrol gauge for the dashboard, by the way, has been designed with a view to freedom from the disadvantages inherent to gauges depending on air pressure for their operation. The radiator thermometer for fitting in constant view of the driver is another instrument which is most useful in these days of high efficiency.

Some form of non-splintering glass is becoming a "sine qua non" on the modern car and Triplex, the pioneer safety glass, is to be found on a very large number of 1929 models. At the recent annual general meeting of this very successful company the chairman gave it as his considered opinion that within the next year it will become difficult to sell cars fitted with ordinary glass. Arrangements are in hand, therefore, to obtain a production capacity sufficient to allow Triplex to be fitted to every car sold in Britain.

The Coachbuilders' Art.

Magnificent coachwork is shown at Olympia by firms whose names are veritable household words in the industry. Fabric construction appears to be as popular as ever, but at the same time, there is still a very large demand for the true coachbuilt body. A particularly beautiful example of the latter is a "Sedanca" body by Hooper & Co. on a Rolls-Royce chassis. This has the body panels painted pastel green with black bonnet, mouldings and wings. The driving seat is upholstered in brown lizard skin and ebony veneer is used for the interior woodwork. Triplex glass is, of course, used throughout. "Hooper" bodies have gained a large number of awards in the various Concours d'Elegance held in Europe this year including Biarritz, Le Touquet, Monte Carlo and Antibes.

Show & Kilburn, whose name is well-known to Overseas visitors to London, show several fine bodies on 20/50 h.p. Vauxhall chassis, of which they are the London distributors. A very attractive design is the Chummy fabric saloon in which two tones of brown are artistically employed. Cellulose is used for bonnet and wings and the interior is upholstered in brown hide. A luggage trunk at the rear contains two suit cases, hat box and tool tray.

(To Be Continued.)

A. A. SERVICE.

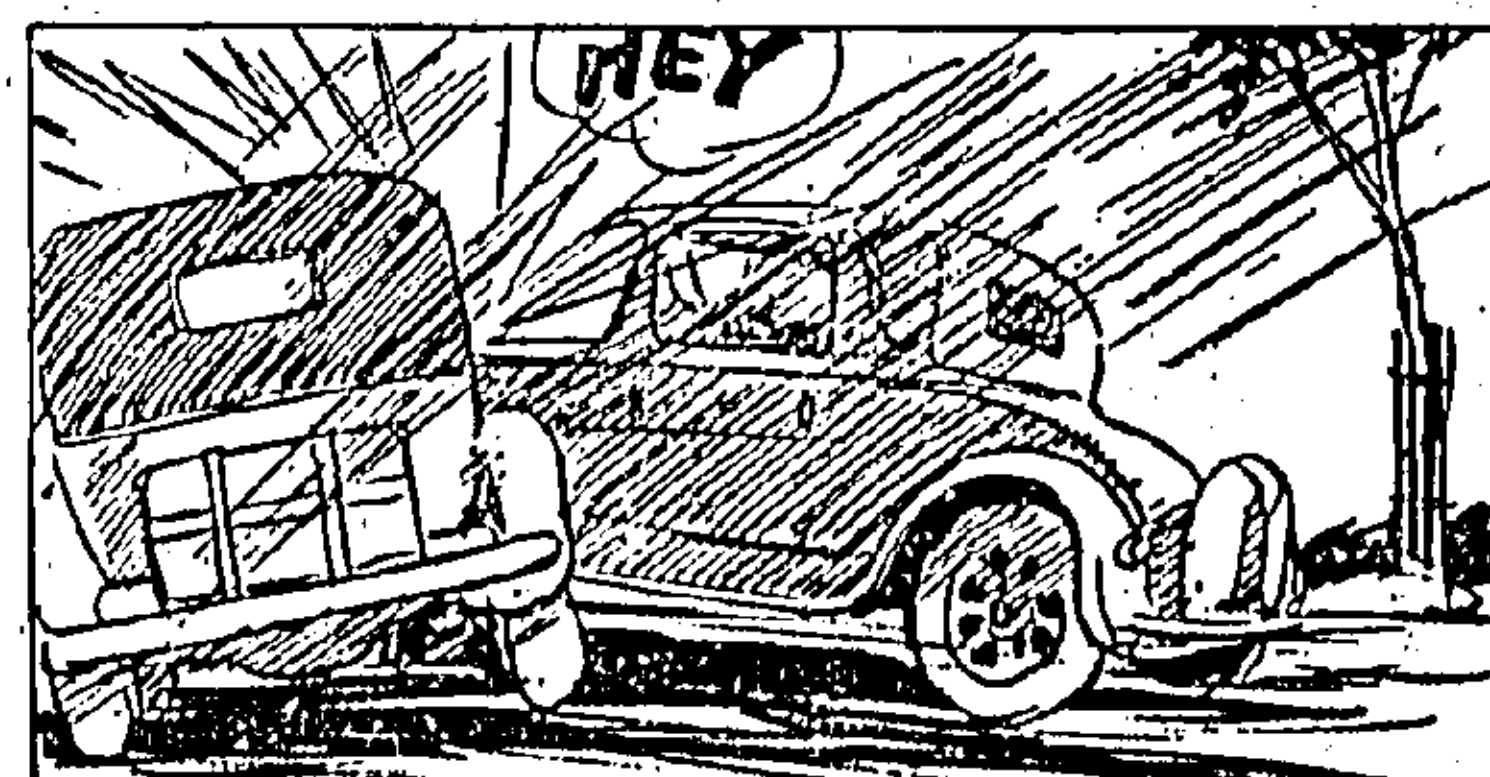
Emergency Assistance for Motorists.

The British Automobile Association has been able to render somewhat unusual services to touring members recently. Following road accidents the night emergency service has, after receiving particulars, telegraphed reassuring news to relatives, thereby minimising worry and anxiety. In one case a member touring in Wales was found within two hours, and asked to return home immediately.

A road much used by tourists was blocked by a large lorry following the collapse of a wheel. The accident occurred after dark, but A.A. patrols took charge of the situation until early morning. Warning signs and lamps were placed in suitable positions, and traffic diverted to another road, until the broken down vehicle was removed.

Again, a member, about to start for a tour, discovered that his route provided by the A.A. had been inadvertently packed and sent away with his luggage. The loss was discovered at 7.30 p.m., but within an hour a duplicate route was delivered to the member.

A HANDY EXCUSE.



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FIAT MOTOR CARS and SPARES
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FIND OUR NEW SERVICE STATION, WITH
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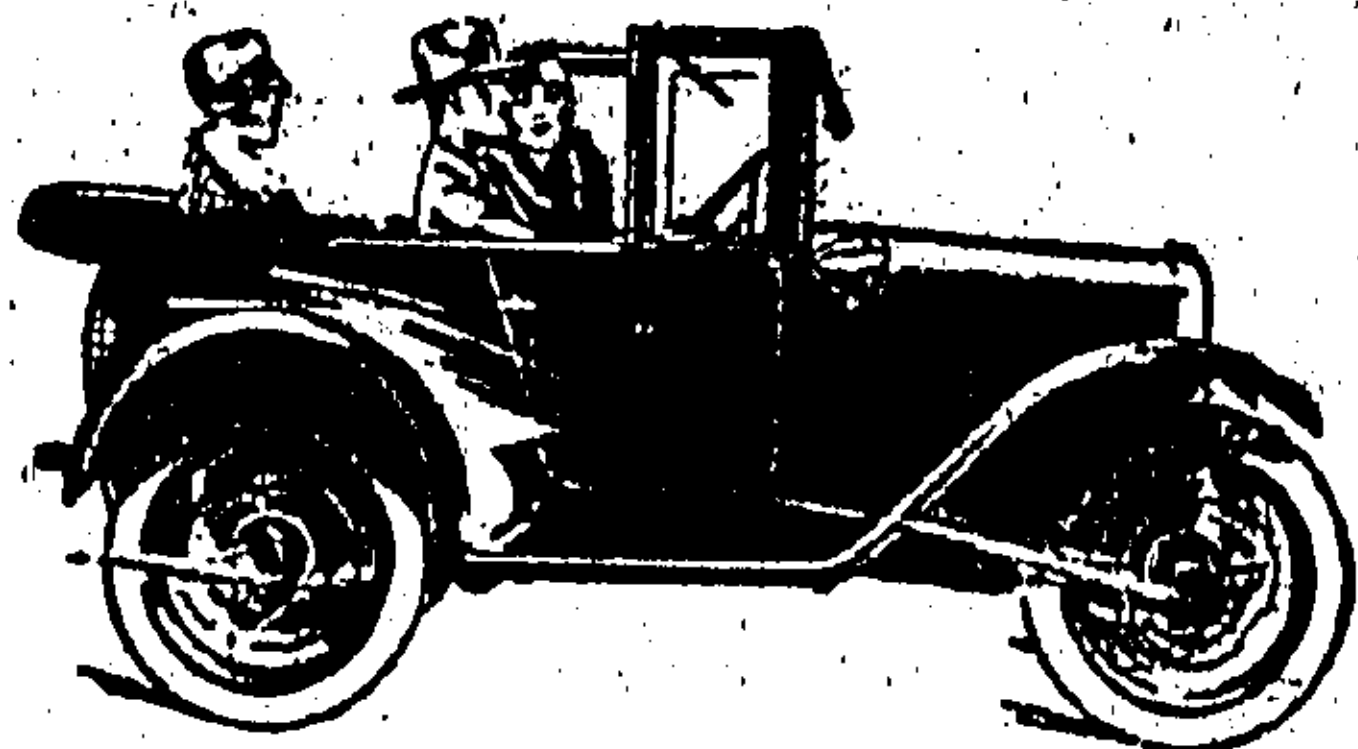
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NEW KOWLOON SHOWROOM.

LUCAS "MOTORALITIES"

The best of Everything.

"King of the Road" Motor Horn.

No. 38T	\$16.50
No. 38A with 33" Flexible Tubing	25.00
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Automatic Screen Wiper.

No. 27 Complete	15.00
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"King of the Road" Safety Observation

Mirrors.

Type 150 Round. Dia. of Mirror 5 1/2"	8.00
Type 160 Rectangular. Dia. of Mirror 6 1/4" x 3 1/4"	.....	8.00
Type 11 Round. Motor-cycle	.....	5.00

"Milam" (all Moulded) Batteries

"MILAM" MEANS MOULDED
IN
LUCAS ACID-PROOF MATERIAL.

Type ST W II A AMP. 120 14 1/2 x 6 1/2 x 9 1/2 for Morris & Morris Com. & Armstrong 18 hp.	.....	55.00
" WSM5A " 80 16 1/2 x 6 1/2 x 10 1/2 for Morris Cowley (earlier models)	.....	55.00
" STW9E " 51 Special for Austin "7"	.....	27.00
" LJW7E " 20 4 1/2 x 3 1/2 x 5 1/2 Motor Cycle with fittings	16.00

"Girder" Wrenches

No. 91 Length 4 1/2" Jaws open 1 1/2" Gun Block finish	2.75
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"King of the Road" Electric Horns.

No. 5 —12V Complete with Buttons	20.00
30— 6V " " "	12.05

Electric Bulbs.

D 1236—12V 36 & 6 watts Double-Filament for Clyno etc.	2.50
6V or 12V D. C. or S. C. 18-24 watts	1.50
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THE HONG KONG HOTEL GARAGE

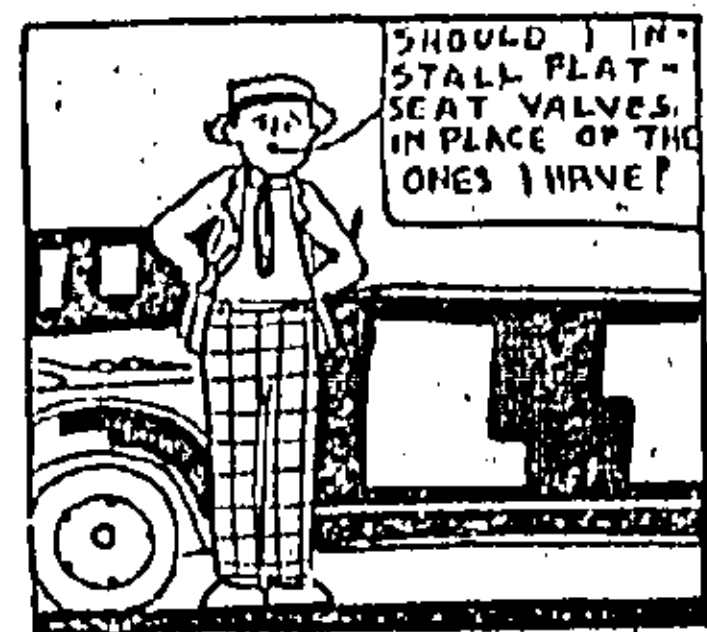
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
METAL-TO-METAL BRAKES.

The standard form of motor-car brake consists of a band or a set of metal shoes, to which is riveted a lining of special fabric or composition, which is pressed against the surface of the brake drum—the actual braking effect being that due to the friction of fabric on metal. Of late, partly on account of the rapidly increasing severity of braking service brought about by higher car speeds and traffic congestion, much attention has been centred upon the possibility of using metal-to-metal braking surfaces—a practice which has always been standard on all forms of rail cars. Among the advantages claimed for all-metal braking surfaces are very long life, that their action is little affected by temperature and that they dissipate heat very rapidly, that their holding power is hardly reduced by the presence of water and oil and that, if made of suitable material, scoring and squeaking can be minimized. It has generally been assumed that on account of the generally lower degree of adhesion of metal upon metal, as compared with fabric on metal, it was impracticable to secure the necessary pressure of application from such force as the operator could readily exert, but improvements in the frictional quality of the metal available may render this objection invalid. Present indications point to the probable introduction, on certain classes of motor cars, of brakes, having expanding members carrying segments or blocks of specially adapted metal, acting upon the internal surface of a drum of the conventional type.

Flat-seat Valves.



Question.—Would it be worth while to install flat-seat valves in my engine in place of the regular bevel-seat valves that it was equipped with? It is claimed for this type of valve that they are more nearly silent, give a larger opening for the same amount of lift and do not require grinding.

Answer.—We don't know much about the flat-seat valve, for none of the manufacturers are using them, so far as we know, although they were used in the early days of the industry by a few concerns. It is true that they give a larger

opening per unit of lift. Their greater silence is due to the fact that the lift may be reduced and the same area of opening obtained. However, your camshaft would determine the lift and you would gain nothing in silence by adopting them. They are not self-centring, as are the bevelled valves and their stems should be a good fit in their guides. It is not clear why they should require no grinding, but we are not prepared to deny this claim. If you install them we should be glad to hear how you like them after say 10,000 miles of use.

Readjusting A Steering Gear.

Question.—How is play taken up in a steering gear?

Answer.—There are three adjustments to take up backlash, viz.: (1) For end-play in worm-shaft. (2) To tighten mesh of worm and worm-wheel. (3) End-play in worm-wheel shaft. (1) Loosen locking clamp at top of steering gear housing and turn large hexagon nut in, until it begins to turn hard. Tighten the locking clamp. (2) Turn the eccentric bushing,



which carries the worm-wheel shaft, until mesh is sufficiently close. Before doing this remove the bushing lock and replace it afterwards. This lock is retained in place by a screw which enters through the housing just below the worm-wheel shaft. (3) Tighten the screw which bears upon the end of the worm-wheel shaft and which projects through the housing in line with the shaft. There is a locknut on this which must be loosened before and tightened after the operation.

Timing Gear Noise.

Question.—Do worn timing-gears make a noise when a car is standing with the engine idling or when the car is running?

Answer.—They make much more noise when an engine is idling, as its speed then fluctuates more noticeably than it does when it is connected to the car which, of course, has a very great steadying influence. Worn timing gears when held in uniform contact by steady engine action, make relatively little noise, but when the contact is unsteady, as in idle operation, they are decidedly more noisy.

AMERICA GAINS ABROAD

Foreign motorists bought 86,000 American-designed automobiles in one month of this year. This is a record for American sales outside the United States.

GHOSTLY POLICE.

White helmets and white macintoshes have been adopted for traffic police in Salford (Eng.) in order that motorists may more easily distinguish the men in charge of traffic.

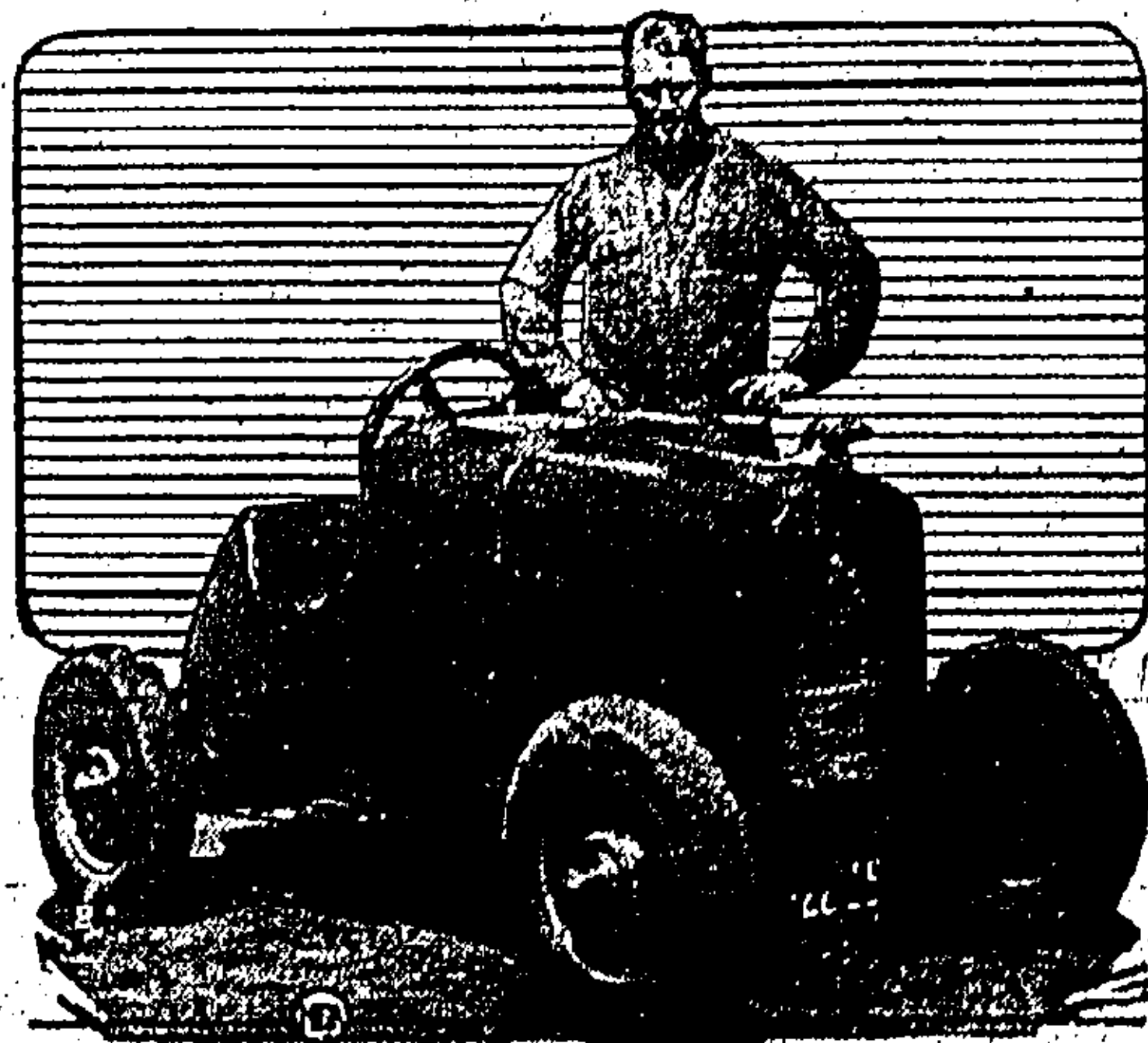
STILL FAR BEHIND

There are 159,600 motor vehicles in Italy or one to every 254 persons. That's quite a way behind the United States ratio of one car to every five residents.

MORE INSURANCE

Automobile insurance premiums last year amounted to nearly \$415,000,000. This is fast approaching the total for fires in the United States, which is \$711,000,000.

STUDENT BUILDS OWN CAR.



A novel two-seater built by a student at the Oregon (U.S.A.) Agricultural College. It is mainly composed of parts from old cars.

TOUGH BABIES.

Fine Performances by
British Light Cars.

AUSTIN & TRIUMPH.

An outstanding feature of the Sydney Bicycle and Motor Club's reliability run to Melbourne and back was the performance of the tiny British cars.

Mr. W. G. Buckle, in his Triumph Super Seven, and Mr. T. D. Nelson, in his Austin seven, covered the good, indifferent and very bad roads with an equanimity which could scarcely be expected from such small cars. They maintained speed averages of 20 miles an hour in comfort, a comfort which was reflected in the appearance of drivers and passengers at the journey's end.

Strenuous, trying, and requiring persistency from the driver and a high degree of reliability from the car, the trial is the most arduous yet staged in Australia.

Both drivers of the small cars made the same comment: "Good—oh, quite comfortable. I'm willing to do it again any time." Higher praise for their vehicles cannot be given.

Portable Bed.

Years of experience in trial driving was evident in Mr. Arthur Bidden's preparation. In his 12/50 Sports Alvis he carried a folding camp bed, and whenever schedules and controls allowed, he halted by the roadside, unfurled his bed, and stretched out in comfort. Like its smaller brethren, this comparatively light British car came through with seals intact. But its owner also cleaned the dust off before entering the final control, so that it ended the trip almost as spick and span as when it started.

TOURING BOOM.

Report by the A.A.

The activity in the Touring Department of the Automobile Association is a criterion of the rapid increase in motor holiday touring. A staff of more than 150 is working untiringly and unceasingly to supply itineraries for touring Britain, and to arrange the Customs documents and shipments for motorists taking their cars abroad. An average of 2,000 miles of prepared itineraries were issued to motorists by the A.A. during each minute of every day in July.

A most satisfactory feature of international touring is the increasing number of foreigners from the Continent and America who are bringing their automobiles to Britain by means of the Customs Pass Sheets issued by the Touring Clubs allied to the A.A.

MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England.
(Under the auspices of the Automobile Association)

SPECIALISES IN MOTOR INSURANCE

LOCAL AGENTS,

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There is nothing quite like the new
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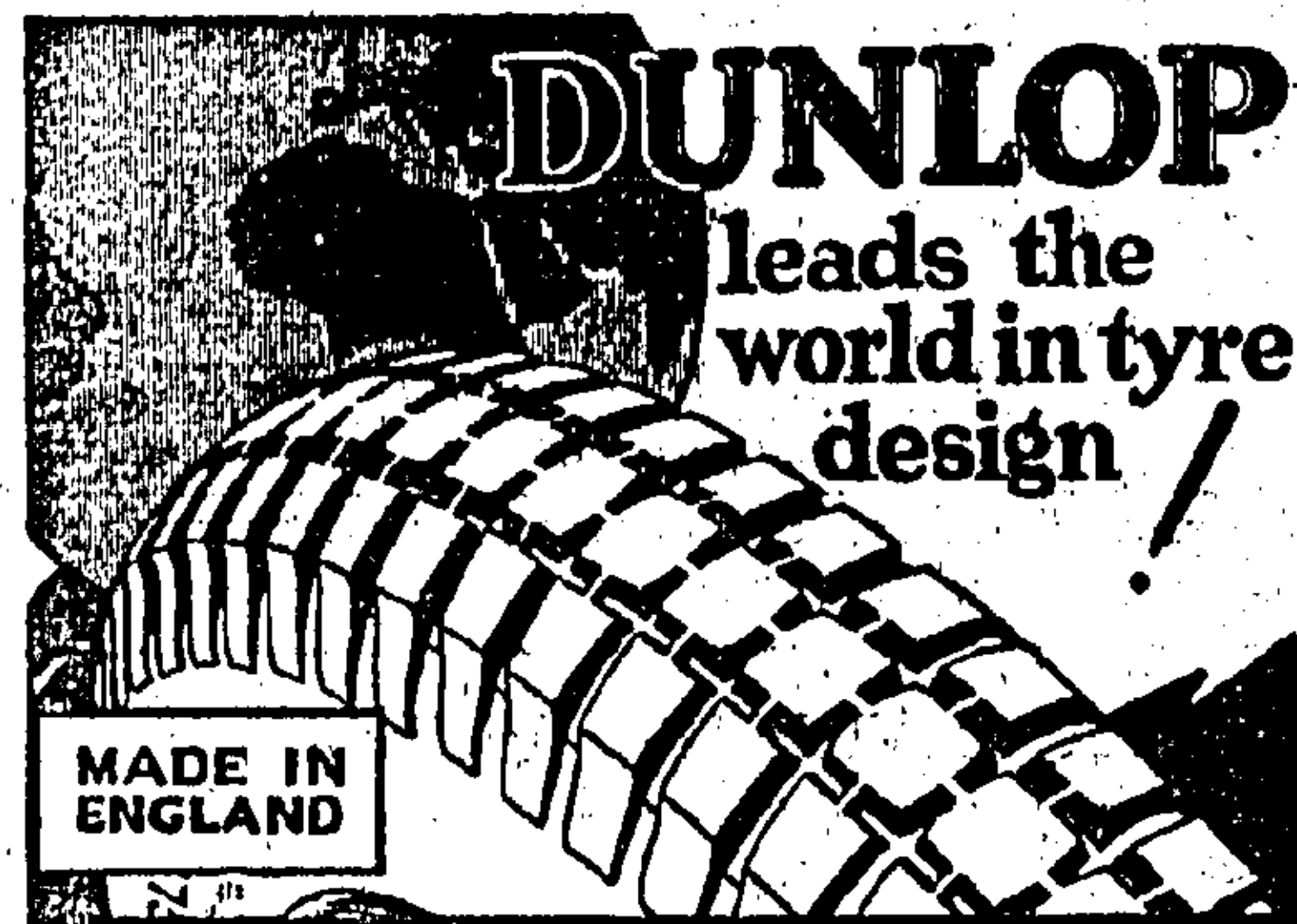
NEW PRICES: FOR CASH OR GRADUAL PAYMENT.

All machines are delivered with the verification
of the Chief Engineer of the
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The 1919 Latest Models Are Now on Display
in

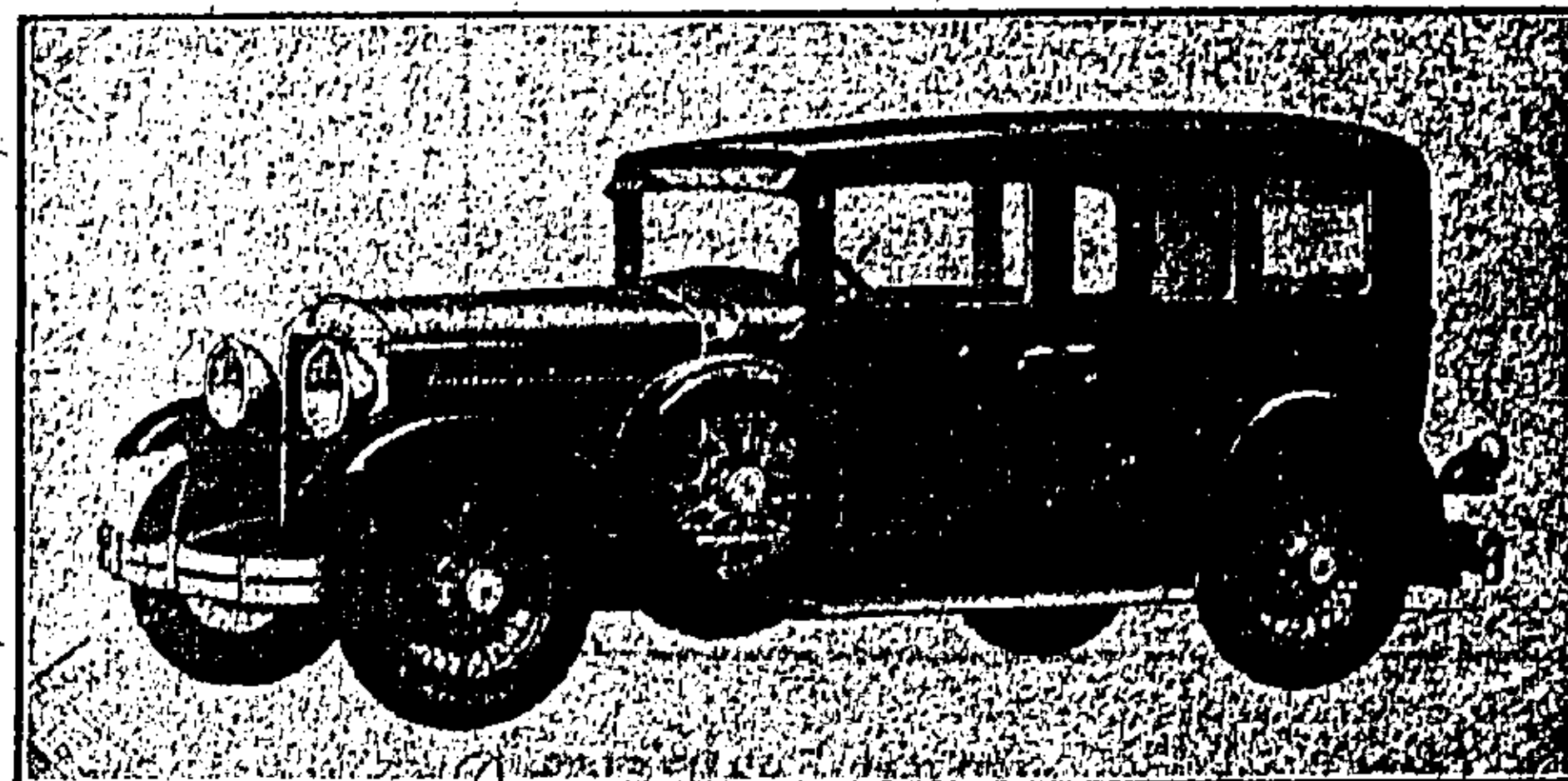
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THE FRENCH MOTOR CYCLE CO.
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Come to our Showroom and let us demonstrate to you

THE NEW Six Cylinder



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5-SEATER. 7-SEATER. SEDAN.

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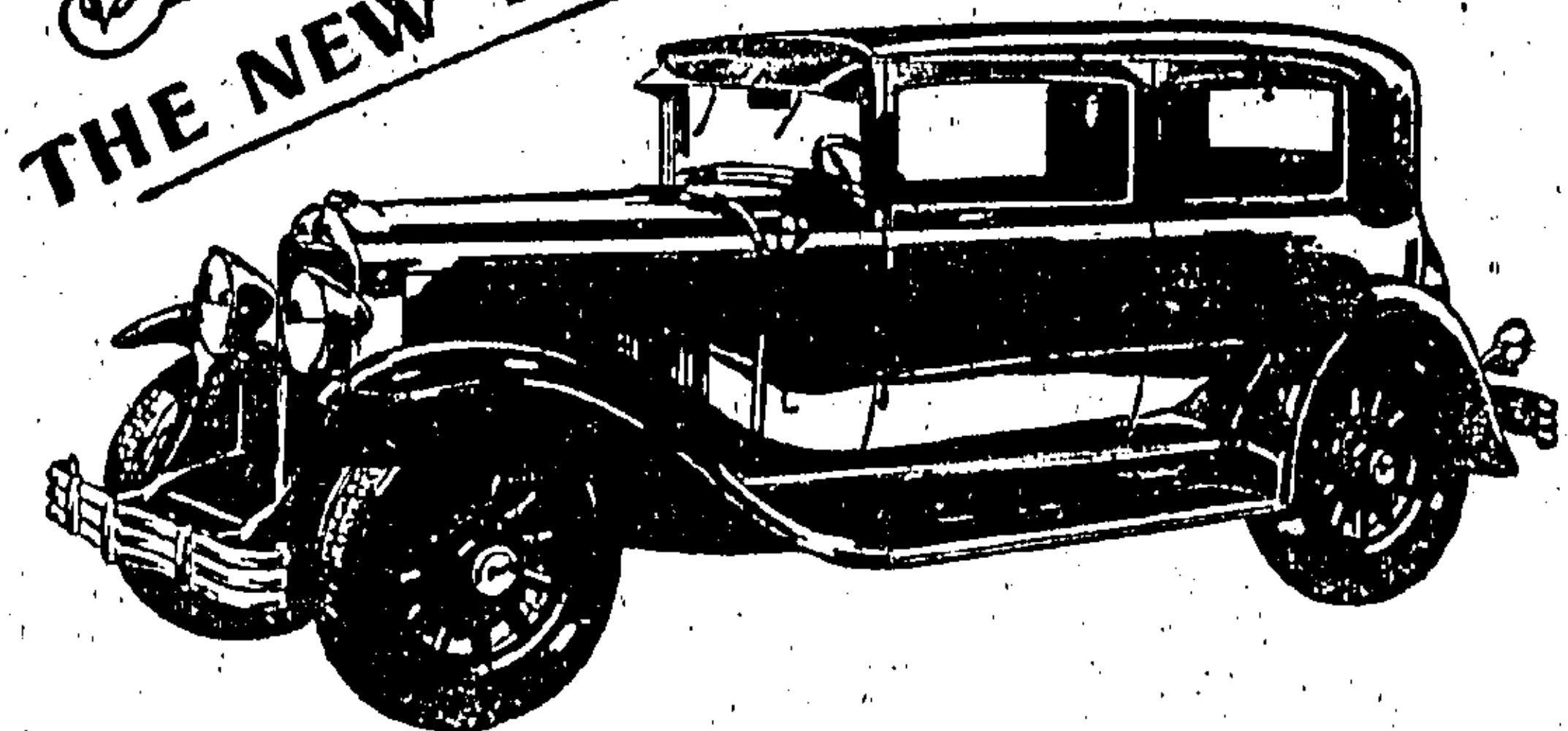
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An entirely new scheme of body lines and contours... the most costly paneling employed on any automobile in the world... and the richest upholsteries and appointments distinguish Buick's new Masterpiece BODIES by FISHER

The Silver Anniversary Buick is kindling more interest—drawing more people to the display rooms—winning more praise—and creating a demand so sweeping and so insistent that Buick's vast factories have reached new levels of production in attempting to keep pace.

—all because it is not only the most brilliant performing automobile of the day, but also because it marks a new style—a thrilling new mode of car design—more beautiful, more luxurious and more graceful than any the world has known!

THE SILVER ANNIVERSARY

BUICK

WITH MASTERPIECE BODIES BY FISHER

body lines and contours—softly rounded steel panels, the most costly employed on any motor car—a continuous moulding with double bead running around the body and dividing the lower from the upper structure—all impart an atmosphere of unrivaled beauty.

If you want beauty—if you want individuality—if you want up-to-the-minute smartness—there's only one choice... the choice of America... the Silver Anniversary Buick with new Masterpiece Bodies by Fisher. It's the new style—the new mode—in motor cars!

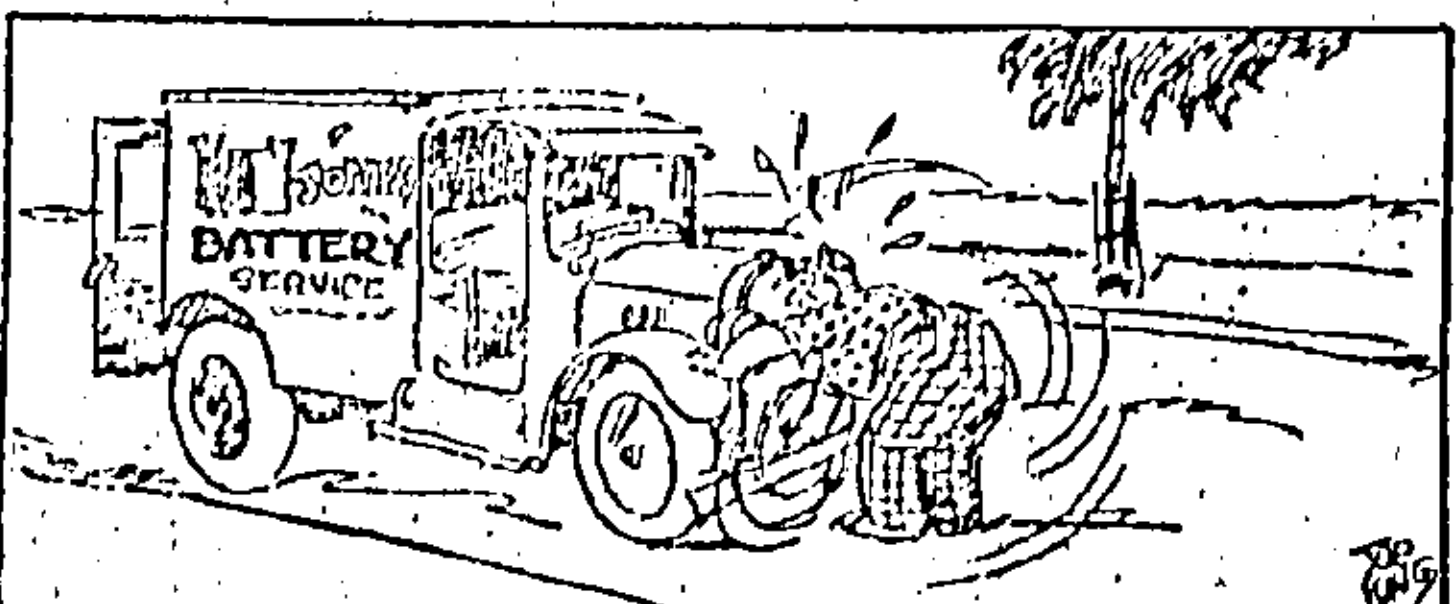
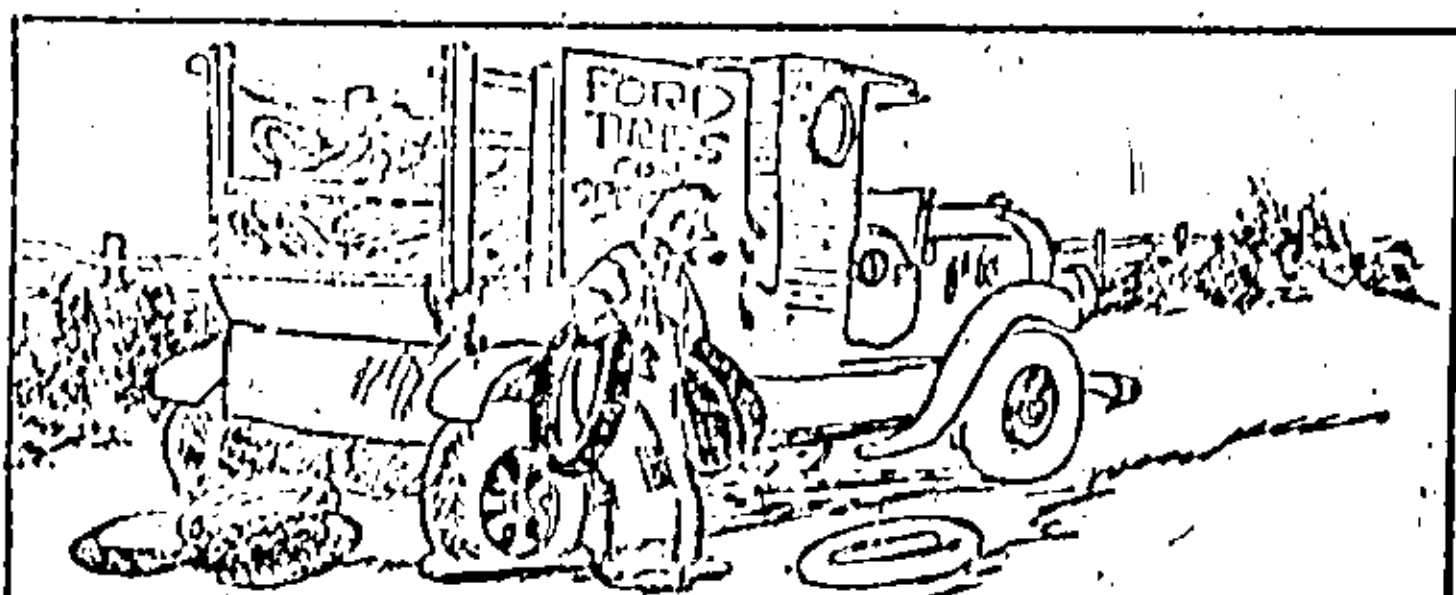
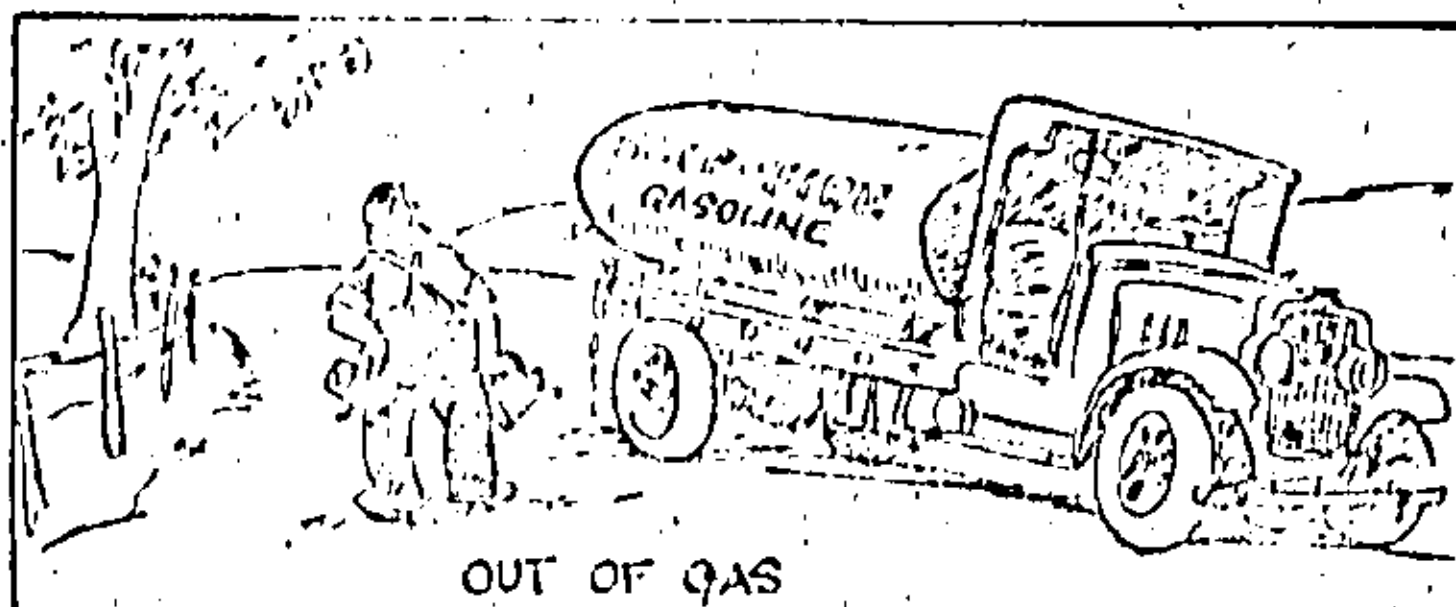
THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM.

A PATHETIC PICTURE.



THORNYCROFT "JJ."

Economical Road Transport.

Some astonishingly good performances have recently been recorded by Thornycroft type "JJ" vehicles since the introduction of this new model, which supersedes the famous type "J" Thornycroft, probably the most successful British motor vehicle ever produced.

The new "JJ" is designed for bigger loads of 5 or 6 tons, the latter on a longer wheelbase chassis, and is equipped with a more powerful engine, pneumatic tyres and other modern improvements which make it so superior to its predecessor.

How very efficient it is was demonstrated during a series of carefully observed runs to and from various destinations up to 150 miles of London. Every time at least 6 miles per gallon was achieved, and on three long runs 6½ m.p.g. carrying full loads of 6 tons with trailer loads in addition varying from 3½ to 6½ tons.

Average speeds of from 17 to 20 m.p.h. were maintained, varying with weather and traffic conditions, the latter figure being averaged throughout a 150 mile run to Nottingham and back. Even a run through London of over 50 miles, making 21 calls, hauling a total vehicle and trailer load of 12½ tons, revealed the remarkably economical figure of 6 miles per gallon of petrol.

No wonder Thornycroft "JJ" vehicles are already being put into service by experienced users, and the new model promises to excel the reputation of the Thornycroft "J" type which was so remarkably efficient in its own time.

TAXIMEN'S FEARS.

Loud soba and discordant cries of anguish echo around the streets of Lima (Peru).

They come from taxi-drivers, and are caused by an edict which requires all cabs to be equipped with taximeters rented from a German manufacturer.

The German has been given a monopoly on these devices by the city, in return for a percentage of the revenue.

Mingling its tears with those of the taxi-drivers, the riding public is complaining, too, because the extra cost of metres has been passed on to the passengers.

MOTOR COACH SPEEDS.

20 M.P.H. Permissible at Home.

The Minister of Transport has made the following announcement: The Minister of Transport has made an Order, dated 9th August 1923, entitled "The Heavy Motor Car (Amendment) Order, 1923," which comes into force on 1st October next.

The Order revises the speeds at which heavy motor cars (i.e., motor cars exceeding 2 tons in weight, unladen) may be driven upon the public roads.

In the case of a heavy motor car fitted entirely with pneumatic tyres, such as the modern motor coach, the legal permissible speed is fixed by the Order at 20 m.p.h., instead of 12 m.p.h., as at present.

The maximum speed of a heavy motor car drawing a trailer, if both vehicles are fitted entirely with tyres of soft or resilient material (though not pneumatic), is fixed at 8 m.p.h.

Otherwise, the maximum speeds of heavy motor cars and of heavy motor cars drawing trailers remain unaltered.

The maximum speeds of heavy motor cars, after the Order comes into force on October 1st, may be set out in tabular form as follows:

	Miles Per Hour.
I. The heavy motor car without trailer—	
(a) Fitted with pneumatic tyres	20
(b) Fitted with solid rubber tyres or partly with solid rubber tyres and partly with pneumatic tyres	12
(c) Fitted wholly or partly with metal tyres, and if the unladen weight of the vehicle does not exceed 3 tons and the registered axle weight of any axle does not exceed 6 tons	8
(d) In any other case	5
II. Heavy motor car with trailer—	
(a) Articulated vehicle fitted throughout with pneumatic tyres or solid rubber tyres	12
(b) Vehicle with ordinary trailer—vehicle and trailer fitted entirely with pneumatic tyres	12
Vehicle and trailer fitted with solid rubber tyres or partly with solid rubber and partly with pneumatic tyres	8
(c) In any other case	5

The Order contains a definition of a "pneumatic tyre" for the purposes of the order. This definition may be summarised as follows:—

A pneumatic tyre is a tyre which is provided with a continuous closed chamber containing air substantially above atmospheric pressure, which is capable of inflation or deflation by the driver without removal from the wheel or vehicle, and which collapses when deflated and subjected to a normal load.

Compulsory Reflecting Mirrors.

The Order also provides for the compulsory fitting of reflecting driving mirrors to all heavy motor cars, except in the case of omnibuses and other vehicles where a conductor or another person is carried or stationed at the rear of the vehicle, or upon a trailer drawn by the vehicle, in such a position that he can obtain an uninterrupted view to the rear, and is provided with efficient means of communicating to the driver of the vehicle the effect of signals given by the drivers of other vehicles behind it.

Copies of the Order may be obtained from H.M. Stationery Office, or through any bookseller.

WORLD CAR SHOW.

Next Year's Display in New York.

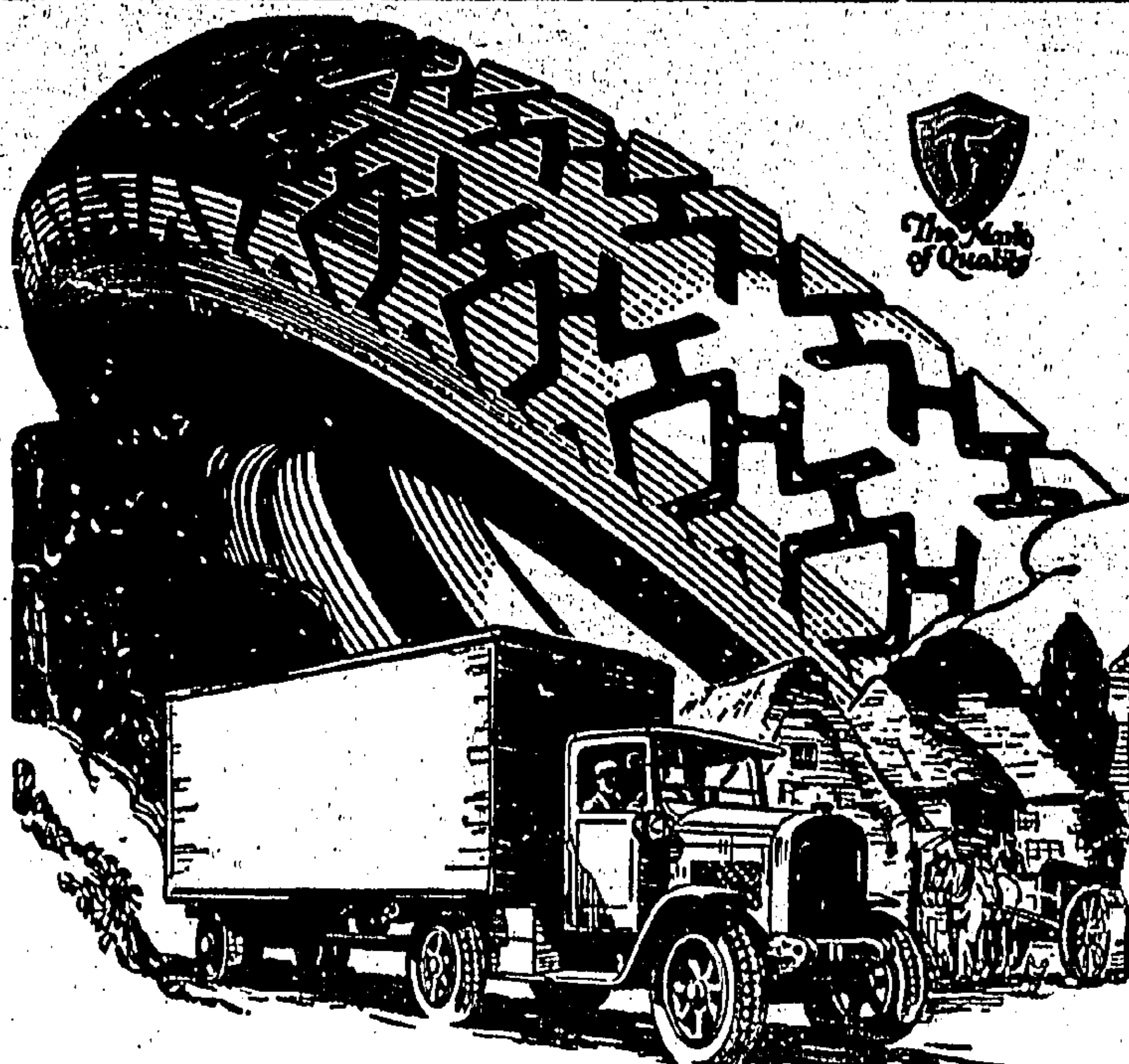
OFFER TO EUROPE.

A world car show in New York is a prospect for the year 1929. A formal offer of space for exhibiting purposes has been made to European manufacturers for next year's show at the Grand Central Palace through the Permanent Bureau of International Automobile Constructors in Paris, by the National Automobile Chamber of Commerce.

In the event that European manufacturers accept the invitation, it is proposed to set aside a total of 11,000 square feet of floor space to accommodate the imported exhibits.

GOOD ROADS INCREASE

Co-operating, state highway departments and the government improved 8,184 miles of federal-aid highways during the fiscal year 1927-1928, and 2,014 miles previously improved by federal aid were given surfaces of higher type.



GUM-DIPPED TYRES For Commerce and Industry

Firestone Gum-Dipped Pneumatics for buses and lorries have established a world-wide reputation for sustained speed, easy riding, all-weather dependability and long mileage. They are built extra size, for heavy loads of passengers or freight. In the Gum-Dipping process, the cords of the carcass are dipped in a rubber solution, insulating every strand of cord with rubber, minimizing friction and giving protection from heat, strain and fatigue. The powerful sidewalls and shoulders have exceptional strength and toughness. The wide semi-flat tread gives greater riding surface, with improved load distribution and consequent slower wear. Backed by our personal service, this tyre is a great money-saver and money-maker. Let us tell you more about it.

MOST MILES PER DOLLAR

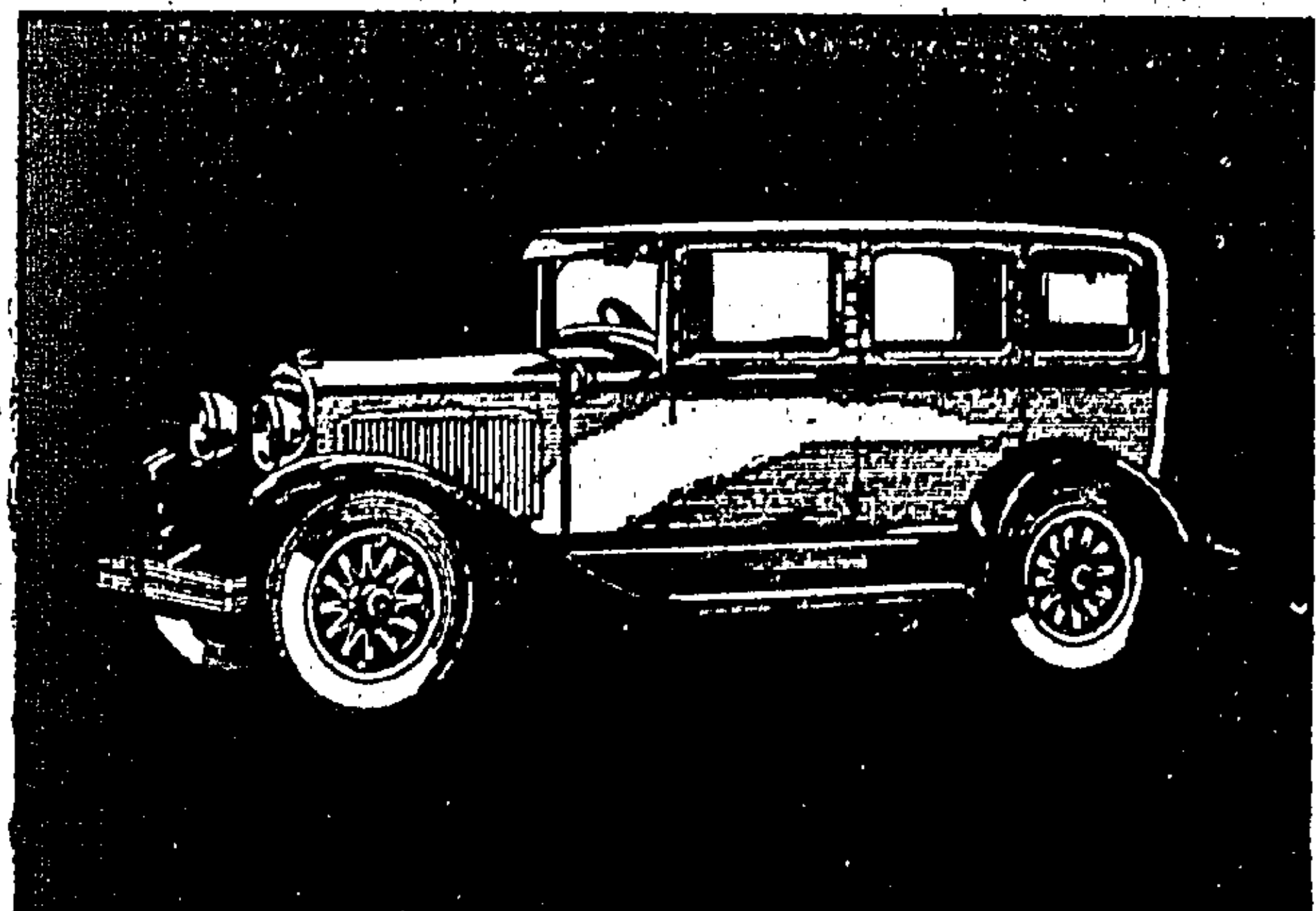
Firestone

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

Chrysler '65'-'75'



New Chrysler '65' 4-Door Sedan

AT LAST—The Modern Car Style for the Modern Age

THE NEW Chrysler Sixes—"65" and "75"—are so far ahead from every point of view that Chrysler once more out-styles everything else that runs.

For sheer artistry of design, for luxury of grooming, for behaviour that out-Chryslers even Chrysler, for downright value at their lower prices—Chrysler has once more wiped out

every existing standard by which motor cars have been judged.

At a single bold stroke, it has initiated the style that re-styles all motor cars.

Chrysler

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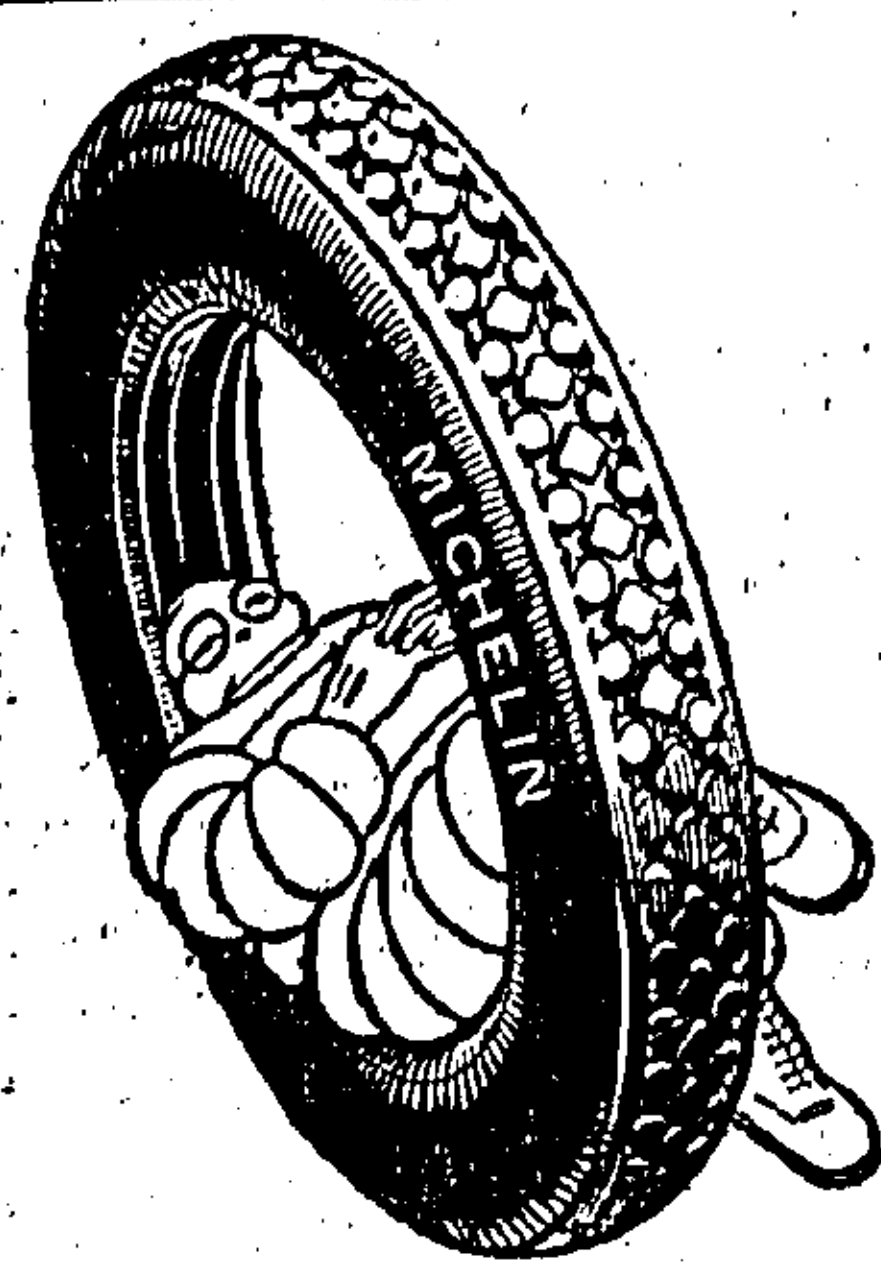
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THE BEST

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HAVE A TRY AND BE CONVINCED

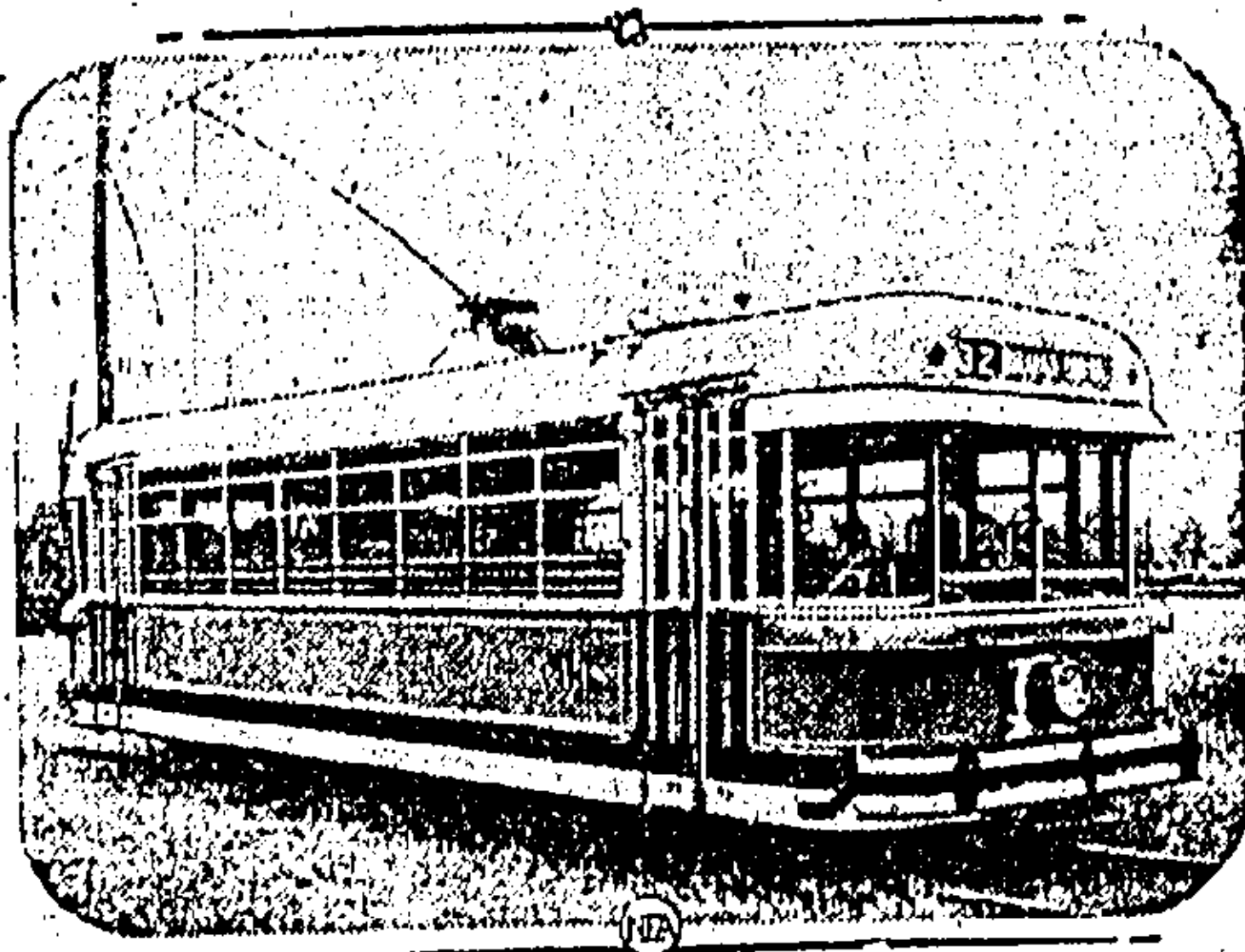


A. GOEKE & CO. DISTRIBUTORS.

FIAT GARAGE DEPOT.

"AUTOMOTIVE" STREET CAR.

Novelty in Street Railway System.



The new "Automotive" street car designed by C. O. Birney.

Houston, Tex., Oct. 3rd.—An automotive street car is the novelty in street railway transportation just introduced in this city. It is the new Birney street car, so named after its inventor, C. O. Birney of St. Louis, just brought here after a showing at the American Electric Railway Association convention in Cleveland.

The only reason why this novelty in transportation is still called a street car is because it runs along a track and gets its electric power from an overhead wire. Otherwise it is mostly automobile.

For instance, instead of being driven direct from motors, the axles are driven through a propeller shaft, universal joint and differential. There's a 50 horse-power motor for each set of wheels.

The wheels themselves aren't directly connected to the semi-floating axles, but are driven through knuckle points, just as are automobile wheels. Thus the wheels may turn on the tracks without requiring movement of the entire axle and eliminating the grinding noises we get from the present street cars.

Wheels Silenced by Rubber.

Roller bearings on each axle assure quiet operation, and this is further brought out by means of rubber strips between the flange and core of each wheel. Thus quiet and ease of riding are maintained.

Rubber insulation is also applied between the car body and driving units.

The steel beams on which the body rests are built like an automotive chassis. The axles are underslung and parallel with the body, just as in automobiles. Brakes are of the internal expanding type and there is an emergency cable brake, with a lever at the motorman's seat just like the cable emergency levers on certain types of automobiles.

Adopts Stream Lines, Too.

The car itself is low hung and streamlined. It has bumpers in front and rear, and stop lights in back. There is a sun visor in front, and the glass in the car is of the shatter-proof type. Even the bell has been discarded for a horn.

Inside the car is built for the comfort of the passengers, with separate soft seats for each rider and the motorman's seat sunk into a well, to afford clear vision over his head.

Another feature of this car is that it can accelerate from a standing start to 20 miles an hour in five seconds, keeping up with auto traffic.

The two motors are Westinghouse designed 50-horse-power units, providing two and a half horse-power for each seated passenger, which is much more than necessary.

CHEVROLET EXPEDITION.Adventures in the Jungle.
LEOPARD AND SNAKES.

Mr. Gordon Makepeace of the Chevrolet Expedition writes:

Early one evening we had lost the path in the long grass and decided to camp in a clearing adjacent to a long stretch of flat country. Having seen much lion spoor in the vicinity, we decided to set a piece of meat about 20 paces from the car, and to this meat we led a blood spoor from the plain some distance off. Then the party dined, and all the time the meat was in full view of everyone. Half an hour elapsed and the members of the expedition were yawning round the fire when the dog barked furiously in the direction of the meat. We heard something being dragged away through the bush and that was all. The meat had gone. We found unmistakable traces of a lion, so we knew the identity of our visitor.

Naturally the party felt sore at having the bait taken from under their very eyes, and it was decided to set another piece of meat closer to the camp. A leg of buck was then tied up securely to a small tree exactly 80 feet away from the camp; spot lights were focused on it and every available gun was loaded. Nothing happened for about three hours and eventually the party went to bed sleeping in the track and the Chevrolet Sedan. Periodically the spot lights would be turned on, revealing the bait just as we had tied it. Then at about three o'clock in the morning, Billie Williams, the official cinematographer attached to the expedition, woke up suddenly and looked for the meat. It had disappeared, rope and all.

On the following day, Lacey was driving along in the sedan when he rounded a bend and came upon a lion sitting in a contemplative attitude watching the roadway. Possibly it was waiting for something to turn up for dinner. Anyway it had not bargained on the Chevrolet Expedition coming also and it bolted and was soon lost to sight.

On the following afternoon Lacey had a long shot at two lions, and though we followed them into the bush, we saw nothing. You get lots for your money in Tanganyika.

Nearly Stepped on Leopard.

I suppose it does not fall to the lot of the average journalist to come within a foot or so of tramping on a leopard. It is an engagement which does not often, figure

on "News Editors" diaries, praise be to Allah. When the expedition arrived in the country of the Masai, in the shadow of snowcapped Kilimanjaro, the Rufu River was in flood and there was nothing else for it but to sit and wait for several days. One afternoon an Italian gentleman who was also stranded at the Rufu, asked me to accompany him across the plain, in an attempt to get something for the pot.

We walked out of our camping place for about 30 yards, and then paused to consider our direction. It was a very fortunate pause, for me at any rate, for a leopard jumped out of the grass almost at my feet. There was a snarl and a hiss, and I had a glimpse of white whiskers on quite the fiercest face any one can wish to see, and the great catlike creature was off.

Leopards have a great liking for dogs, and it is likely that the presence of Polly, the dog mascot of the expedition, caused this particular leopard to come so close to the cars. So once again Polly had a narrow escape from being served up a la carte.

Ghost Yarns.

Billie Williams had an experience the other night which is not to be envied. After dinner, the party, reinforced by other motorists who were held up at the river, were sitting round a blazing fire telling ghost stories. Incidentally telling ghost stories on a dark night in the shadow of Kilimanjaro is calculated to get quite the right atmosphere into any Grand Guignol effort. Well, the fire burned low and Billie got up to move a log about four feet away, nearer to the fire. He seized it and dropped it again as if it were a hot poker. A torch quickly ascertained the reason for his haste in dropping the log, for nestling in a crevice was a poisonous snake. Wallie Wilson, who comes from Port Elizabeth and who in consequence is the expedition's authority on snakes, seized the wriggling reptile with a pair of pliers, and deposited him without further ado, on the glowing embers. That snake, which had probably crept in for warmth, thus got all the heat it wanted.

Of course, it is quite a regular practice for each member of the party to shake out his blanket carefully every day, for scorpions have a playful habit of dropping in occasionally. It is really surprising how one accustoms oneself to the presence of these creepy things which in ordinary circumstances would send a thrill of horror down one's spine. Even the most finicky person will shake out a scorpion and go to sleep quite soundly afterwards as if nothing untoward had happened, that is, after a few weeks in the bush. The traveller in this part of the world sees all the snakes he wants to see. Often the car, comprising the Chevrolet Expedition, have run over snakes coiled up in the road. One run over by the sedan, was 12 feet in length, and poisonous to boot. Quite a nice sort of thing to find in one's stocking!

And hyenas? Thousands of them! If you care to sit up of a night with a spot light and a rifle you can shoot at gleaming red eyes until you are tired.

The Chevrolet Expedition has seen giraffe—curious creatures which gaze at cars from the bush with the greatest curiosity and then make off in their own inimitable fashion, their long necks dipping and swinging with each motion of the body. Delightful creatures, rightly protected by the Government. Thus the traveller along the Great North Road sees much more than bogs and swamps.

GASOLINE TAX.

Fairest Yet Devised.

Madison, Wis., Sept. 28.—The gasoline tax is the fairest plan yet devised for financing road construction, according to Solomon Levitan, state treasurer of Wisconsin.

Levitan is vice president of the North American Gasoline Tax Conference, meeting at Memphis, Tenn., this year.

"The gasoline tax," he says, "has accomplished more toward the construction of good roads throughout the nation than any other factor. Since ancient days good roads have been one of the evidences of a progressive civilization and good government."

But the co-operation of all branches of government is needed to make possible a nationwide system like that being built up in this country, Levitan insists.

"With the extensive travel by automobiles these days, highways should be planned so they are continuous from state to state. This course has been followed to some extent but not constantly. Too many of our highways are a patchwork of several miles of concrete leading to some small town, and from there on a number of miles of bad road that is likely to be impassable in stormy weather."

"The financing of road construction by means of the gasoline tax is the most equitable plan yet devised. It eliminates the necessity of bonding the community for this purpose and places the burden of cost on those who reap the direct benefits of good roads."

"Every automobile owner realizes that good roads save more in the wear and tear on a car than the gas tax he pays amounts to in a year."

JOHN I. THORNYCROFT & CO. LIMITED.

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of

ECONOMICAL ROAD TRANSPORT

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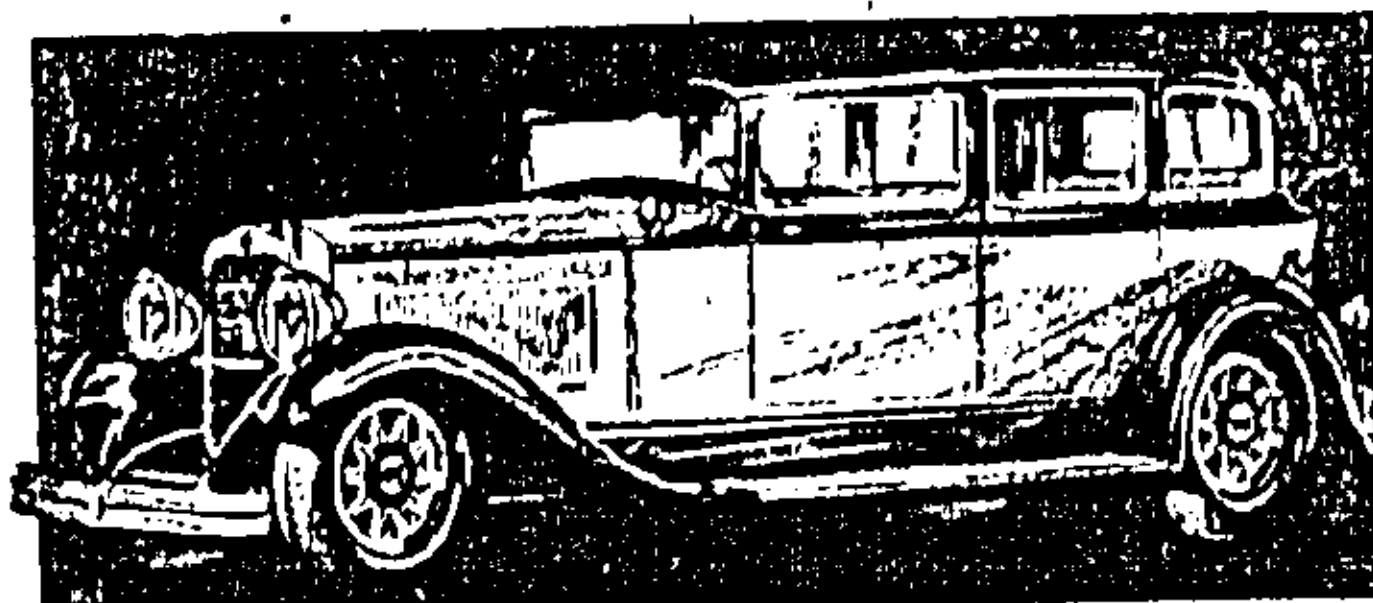
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Telephone Central 4831.

DEAL DIRECT.



Just arrived
Special Six "400" Sedan
K.H. \$3,300
fully equipped
Phone 141 for a ride

It was Twin-Ignition Motor

that carried Lindbergh over the Atlantic, Goebel over the Pacific, Byrd over the Pole!

In history-making flights, Lindbergh, Byrd, Goebel and a host of others have established dramatically and conclusively the superiority and reliability of twin ignition, high compression, valve-in-head motor performance.

And all three principles are combined in the great new Nash Twin Ignition Motor which powers every Nash "400" Special and Advanced Six model.

The Nash Twin Ignition Motor, with two ignition coils instead of one, two spark plugs (airplane

type) to each cylinder instead of one, 360 sparks second instead of 180, at top speed, burns the highly compressed gases more thoroughly and economically.

The result is more power from less gasoline, and ordinary gasoline at that. No special, high priced fuels are required for the Twin Ignition Motor.

Once you drive the great new Nash "400," you are certain never to be contented with the performance of older types of motors.

Spare parts in Stock.

NASH "400"

Leads the World in Motor Car Value

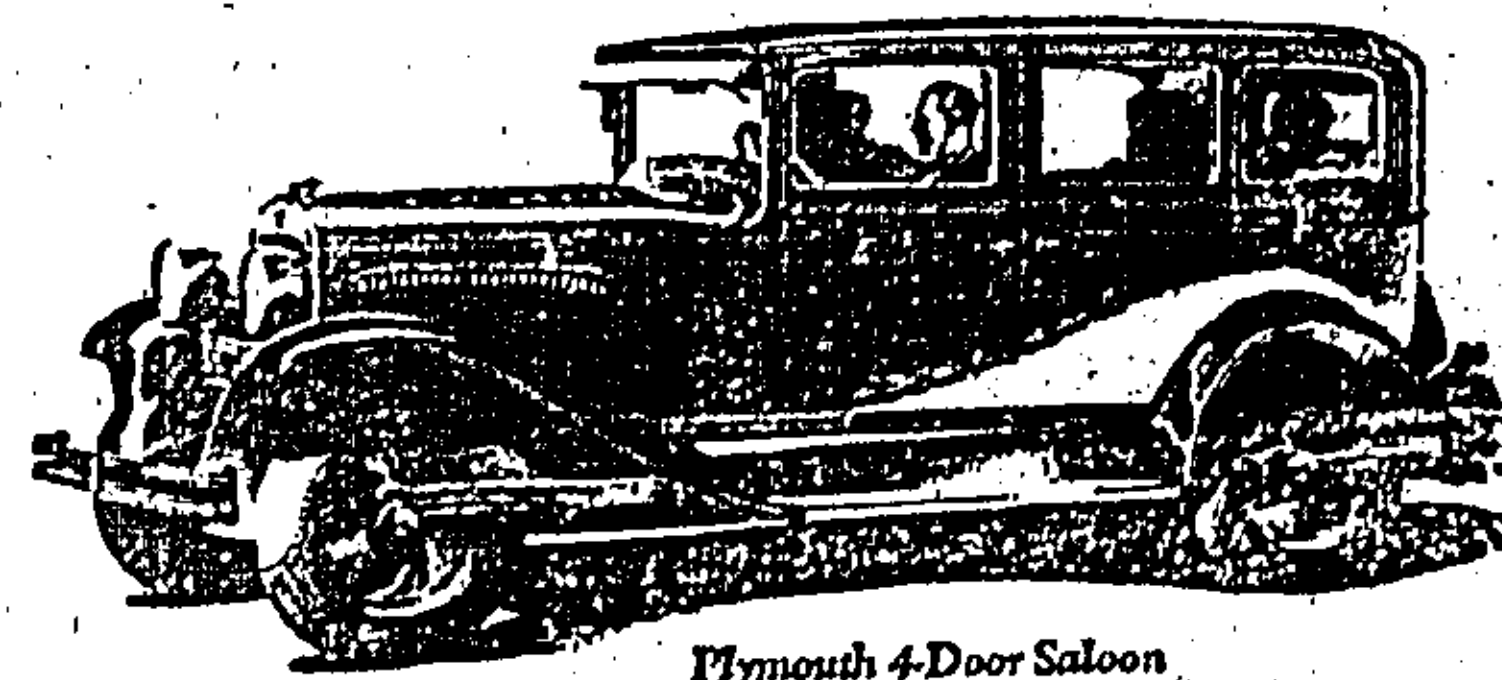
Prices from G\$1,200 to G\$2,275

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entirely new style creations
in the low-priced field

Plymouth 4-Door Sedan

PLYMOUTH

ALL Chrysler research, engineering and manufacturing have been inspired by the fundamental motive of giving ever greater quality and value.

Now with a new product—the Plymouth—Chrysler is the first to give at so low a price the advantages of performance, riding ease, dependability and full adult size which characterize fine cars of higher price.

The Plymouth finally answers the search

for quality in the low-priced field. The Plymouth assures in its advantages the full measure of quality and value to which buyers of low-priced cars have long been entitled.

We believe there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—nor that can equal it in beauty and style.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1219.

AN EPIC OF THE SIX-WHEELER.

With a Morris-commercial in Tanganyika.

The employment of rigid six-wheeled vehicles in undeveloped areas is of such great importance at the present time that some details of a trip undertaken in the Bukoba area of Tanganyika recently with a standard Morris-Commercial six-wheeler are bound to be of more than ordinary interest.

The first trip of 112 miles to the tin fields was made after days of rain when every hollow was full of water and great sheets of water appeared where normally there were small lakes. The district was very hilly one with gradients of as much as 1 in 3, but only on one occasion was the lower gear ratio used.

The first real difficulty was encountered when in trying to skirt round a large hole in a flooded road the rear wheels sank in to the axles and the whole vehicle stuck. By jacking up the off wheels, however, chain tracks were slipped on and the Morris-Commercial climbed back at the first attempt and, with both chain tracks fitted, proceeded steadily on its way. Further on, in the middle of an 11-mile wide swamp plain, two other trucks were overtaken with about 50 natives trying to push them through. Actually, they had started the day before and had taken 24 hours to accomplish what the six-wheeler had done in six hours.

Before reaching its destination the truck climbed a rocky escarpment with gradients of 1 in 3 and hair pin corners, finally reaching a level about 1,500 ft. higher up, some 5,500 ft. in all above the sea level. The average speed for the trip was some 10 m.p.h., and the vehicle was the only one that had been able to get through in the previous 10 days.

The conditions on the return journey to Bukoba, however, were even more strenuous and a start was made in tropical rain. Two stranded Europeans on a hunting trip were picked up, so that the truck's load consisted of eight passengers and about a ton of wet tent and camping gear. Halfway through the afternoon the truck struck a "washaway" and stuck with the off driving wheels suspended in the air. Actually, it was resting with the chassis and running boards on what had once

been the centre of the "road." Various attempts were made to get out by putting a rope round a tree and tying the ends to the chain tracks, thus hoping to wind the vehicle out, but these and many other devices were unsuccessful. The difficulties were increased by darkness, a continuous deluge of rain and the flooded state of the road.

It was about 9 o'clock on the following morning when by jacking the vehicle up high, practically rebuilding the road, and then dropping it down again this indefatigable party achieved success. The engine was "revved up," the clutch let in and the six-wheeler moved on under its own power. Further on a ditched car was hauled out and Bukoba was finally reached after a round trip of three days. The journey is quite impossible for 4-wheelers at all during wet weather.

Later on good work was done in hauling bogged trucks through the water and there were many exciting incidents. Often the magneto was right under water but continued to function successfully. On one occasion, however, when the water was up to floor board level, the engine stopped and it was not until the magneto was taken off and dried out that anything further could be done. Then the front of the vehicle was raised up enough to keep the magneto out of the water and the engine started up. When this had time to get warmed up, the gear was engaged and the clutch let in. Down off its shoring came the front with a splash and the doughty vehicle proceeded steadily to dry land with a mixture of oil and water as engine lubricant.

It is hardly necessary to add that the loaded 25 cwt. truck which the Morris-Commercial was hauling through when the incident occurred was then successfully dealt with. To give an idea of the difficulties of the route, the driver of one truck of well-known and reliable make, in asking for assistance, said that he had been 21 days on the road, although fitted with driving chains.

Under such conditions the Morris-Commercial Six-wheeler makes transport possible where hitherto motor vehicles were useless.

AIR MOTORS.

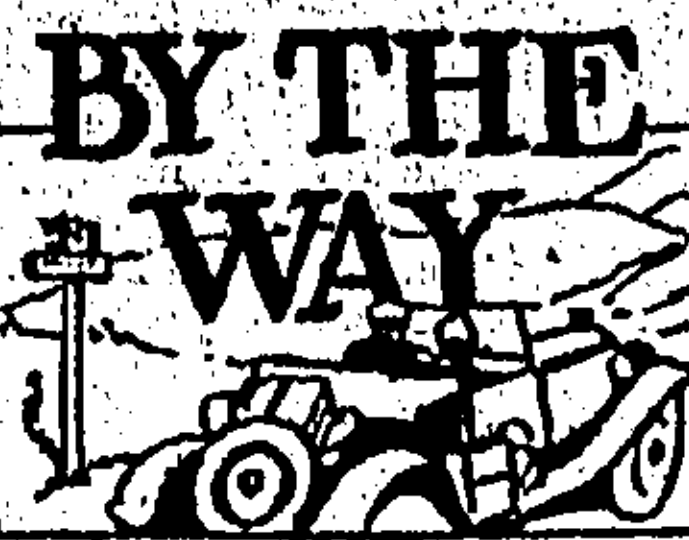
A Remarkable New Engine.

At the recent Hendon Air Pageant there was demonstrated for the first time in public the new Rolls-Royce "F" Aero Engine. This engine is remarkable in two respects. In the first place it uses less petrol than any other standard aero engine, the fuel consumption at normal power and speed being 30 gallons per hour. The second point is a reduced frontal area which allows of better streamlining of the fuselage and consequently a greater speed for power. It is estimated that the use of the new engine will enable a bomber to be constructed which at an elevation of 15,000 ft. will be 30 m.p.h. faster than any existing R.A.F. single seater fighter. It marks a departure from previous British practice in that the two sets of six-cylinders are cast in monobloc form, thus eliminating the problems inseparable from welded water jackets and individual cylinders. It thus gives a much more rigid engine, the blocks becoming a girder to the crank-case.

The engine is now in full production and orders for a considerable number have been placed by the Air Ministry. Some of these engines are required to replace those of American manufacture which were imported some time ago, while others are to be installed in machines of the very latest type. It is expected that some of the latter will give performance of the most striking nature. When it becomes possible to give details of the advance in performance made possible by the production of the Rolls-Royce latest type of aero engine, we believe the figures will be found to be remarkable.

TRUCKS' RECORD MONTH.

August set the record for truck production in the United States and Canada, with 66,795, more than 5,500 over the previous record set in September, 1925. The 377,954 trucks produced during the first eight months of this year also set a record over all other years.



AS a result of efforts made by the Automobile Association and Belgian clubs, an order has been issued by the Belgian Government granting exemption from all national taxes to British motorists visiting Belgium, provided they stay in Belgium does not exceed four months in any one year. This is in recognition of the similar exemption from motor licence duty accorded to Belgian visitors to Great Britain.

A TRAFFIC policeman at a busy corner saw an old lady beckon to him one afternoon. He held up a dozen cars, a truck and two taxis to get to her side. "What is it, lady?" he asked rather impatiently. The old lady smiled and put her hand on his arm. "Officer," she said in a soft voice, "I just wanted to tell you that your number is the number of my favourite hymn."

THE California State Automobile Association has announced complete European travel service for its members who are planning foreign tours. This courtesy is being done through the co-operation of the association with the American Automobile Association.

"WHAT makes the world go round?"

"Three beers, five gins, two highballs and the steering wheel."

IN the International Six Days' Motor Cycle Trial held in England, in which teams from Sweden, Germany, Denmark, Holland, Ireland competed, the All-British Ariel Motor Cycle team secured the Manufacturers' Team prize Class C, without the loss of a single mark.

AMERICAN National parks this year are expecting a record run of visitors and tourists. The number is expected to exceed last year's record of more than 550,000 motoring parties. The National Park Service estimates a total of 3,000,000 individuals will make up the parties.

HE had choked her—She was dead—there could be no doubt about that. He had listened to her dying gasp. Now she was cold—cold as the hand of death.

Yet in his anger he was not convinced. Furiouly he kicked her. To his amazement she gasped, sputtered and began to hum softly.

"Just a little patience is all it takes, John," remarked his wife from the rear seat.

DON'T forget your camera when you visit the island of Java. This land, it is said, has the most beautiful highways in the world. Trees have been planted along the roadsides, until now 15,000 miles are shaded.

CLARENCE J. Brown, Ohio secretary of state, reports many women ask for small license numbers for their husbands' cars. He says the small numbers, being easily noted and remembered, will keep the husbands along the straight and narrow.

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THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—
10% Off Motor Car Insurance
Free Legal Advice.
Reliable Drivers Supplied
Free Mechanical Advice
Associate Membership of the R.A.C. and A.A. London.

All Communications for Membership, etc. to
REV. G. E. S. UPSDELL
Hon. Secretary.

C/o "Hongkong Telegraph"

CHROMIUM PLATING.

Why It Is Being Adopted.

WHAT IT DOES AND WHAT IT IS.

Since chromium plating is one of the chief features of cars in the Show, being practically a standard finish on the exterior parts of nearly all the American cars, and on some of the progressively made British products, it is a matter of some interest to consider the position in regard to this newest form of finish.

Chromium plating is coming into fashion entirely as something to benefit the car owner. It takes the place of nickel plating on exposed metal work, and, over nickel, it has the enormous advantage that it is unscratchable and requires no more cleaning than can be effected with a wet rag and a dry polishing cloth.

Chromium presents an exceedingly hard surface, very nearly as hard as diamond, and consequently it is difficult to scratch. It is unnecessary to use metal polishes on it, and it has the peculiar property that mud does not dry on it in cake form, but rather like thick dust. The owner of a car of which the bright parts have been properly chromium plated has no special work to do in order to keep it bright. That, in a nutshell, is what chromium plating does.

What it is may best be described as a very thin film of metal, electrically deposited in a special form of vat. As a metal, because it is so glass-like, it becomes decidedly difficult to deal with.

A Quick Process.

As far as present knowledge goes, chromium can be deposited direct on to certain metals such as steel. Broadly, the process is first of all to copper-plate the object, then to deposit nickel on top of the copper, and lastly to form a very thin film of chromium on top of the nickel. Chromium plating is usually spoken of as being "flashed" on. It is done with an unusually heavy expenditure of current, and the "flashing" process occupies as little time as 10 to 15 minutes.

TRIPLEX (Non-splinterable) English goggles just arrived.

Safeguard your eyes whilst motoring, against accidents. Excellent English made frames, full protection, reasonable prices.

LAZARUS THE OPTICIAN

MODERN MACHINERY

That's why our repair service is better.

LANE, CRAWFORD'S Ring C. 3193—Garage

ACCESSORIES

A big display of "Orion" and "Lucas" storage batteries suitable for all cars. Also accessories of all kinds for motorcycles and cycles such as, Electric horns, bumpers, spark plugs, body polish, tyre patches, brakelining, jacks, foot pumps, wrenches, &c., &c. All at exceptionally low prices. Call and inspect! THE HONGKONG MOTOR ACCESSORY CO., Bank of Canton Building. Tel. C.577.

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All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

been carried out in this country for various private owners, and in a good many cases the results have not been satisfactory. On the other hand, those who have been lucky enough to get the plating done by firms really equal to the task can find nothing but praise for the results. To the ordinary motorist chromium is unquestionably a great blessing. It is interesting to note that several of the better known British car firms have already laid down chromium plating plants, and that on some cars it will be standardised as soon as the plants are working in a perfectly satisfactory way. It is very probable, on the other hand, that this form of plating will go through an initial stage just as was the case with cellulose painting. In other words, mistakes will almost certainly be made before real progress is noticeable.

One particularly interesting development of chromium plating is that of applying it to wire wheels, which has already been done experimentally by the Rudro-White-worth Co. Chromium plated wire wheels have all the gaily of expression which white or other light coloured wheels add to the appearance of a car, but, on the other hand, chromium renders the wire wheel perfectly easy to keep clean, for the mud does not cake.

Two other features of chromium plating may be touched upon. The first is that, compared with nickel plating, the metal has a slightly blue-white tint, hence it does not look well to plate with chromium one visible part of a car and not the other bridge parts, for the nickel and the chromium obviously will not match.

The other point is that chromium plating in contrast with certain colours looks extremely smart; for example, with dark blue, light blue or black, but with other colours it does not agree nearly so well.



HONGKONG DELIVERED PRICES.

NATIONAL SERIES "A B" PASSENGER.

R.A.C. Horse-Power Rating 51.7.
Brake Horse-Power 55 at 2,800 Revolutions
Piston Displacement 110.0 Cubic Inch. Wheel-Base 107 Inches
Speed 50 M.P.H.

Model	Weight	F. O. B. Factory Price	Extras	Packing Shipping Delivery	Hongkong Price
Roadster	2-pass.	2,006 lbs.	G8495	G854	G8765
Tourer	5-pass.	2,056 lbs.	495	57	725
Coach (2 door)	5-pass.	2,316 lbs.	585	40	865
Coupe	2-pass.	2,176 lbs.	595	40	865
Sedan	5-pass.	2,396 lbs.	675	40	980
Cabriolet	4-pass.	2,276 lbs.	695	40	1,000
Landau Sedan	5-pass.	2,396 lbs.	715	40	1,020

Hongkong Price includes spare rim Tire & Tube, Bumper, bulb Horn, Right Hand Drive.

NATIONAL SERIES "A B" COMMERCIAL.

R.A.C. Horse-Power Rating 51.7.
Brake Horse-Power 55 at 2,800 Revolutions.
Piston Displacement 170.0 Cubic Inch. Wheel-Base 107 Inches.
Speed 45 M.P.H.

Half Ton Chassis	1,615 lbs.	G8375	G820	G8155	G8350
Half Ton Chassis and Cab No. 560	2,015	490	30	215	725
Cab Top Express Truck	128	2,280	530	20	700
Screen Express Truck	103	2,705	570	20	855
Combination Truck	104	2,530	580	20	865
Panel Express-Truck	205	2,265	600	20	870
Eight Passenger Bus	34	2,265	615	20	890

Hongkong Price includes spare rim Tire and Tube, Right Hand Drive.

CAPITOL SERIES "L O" UTILITY.

R.A.C. Horse-Power Rating 51.7.
Brake Horse-Power 51 at 2,800 Revolutions.
Piston Displacement 170.0 Cubic Inch. Wheel-Base 114 Inches.

One-Ton Chassis	2,130 lbs.	G8520	G845	G8165	G8750
1 1/4 Ton Chassis	2,230 lbs.	520	115	165	800
1 1/4 Ton (146") Chassis	2,410 lbs.	520	215	165	950

Hongkong Price includes spare rim, Tire and Tube and 4 fenders.

EXTRA FOR BODIES MOUNTED ON 124" CHASSIS.

Sedan Cab	No. 506	400 lbs.	G8 85	G830	G8 65	G8160
Cab Top Body	No. 328	775 lbs.	175	30	115	320
Screen Body	No. 305	950 lbs.	235	30	145	410
Combination	No. 303	1,000 lbs.	250	30	145	425
Panel Body	No. 405	800 lbs.	270	30	125	425
12 Pass. Bus	No. 39	775 lbs.	305	—	180	435

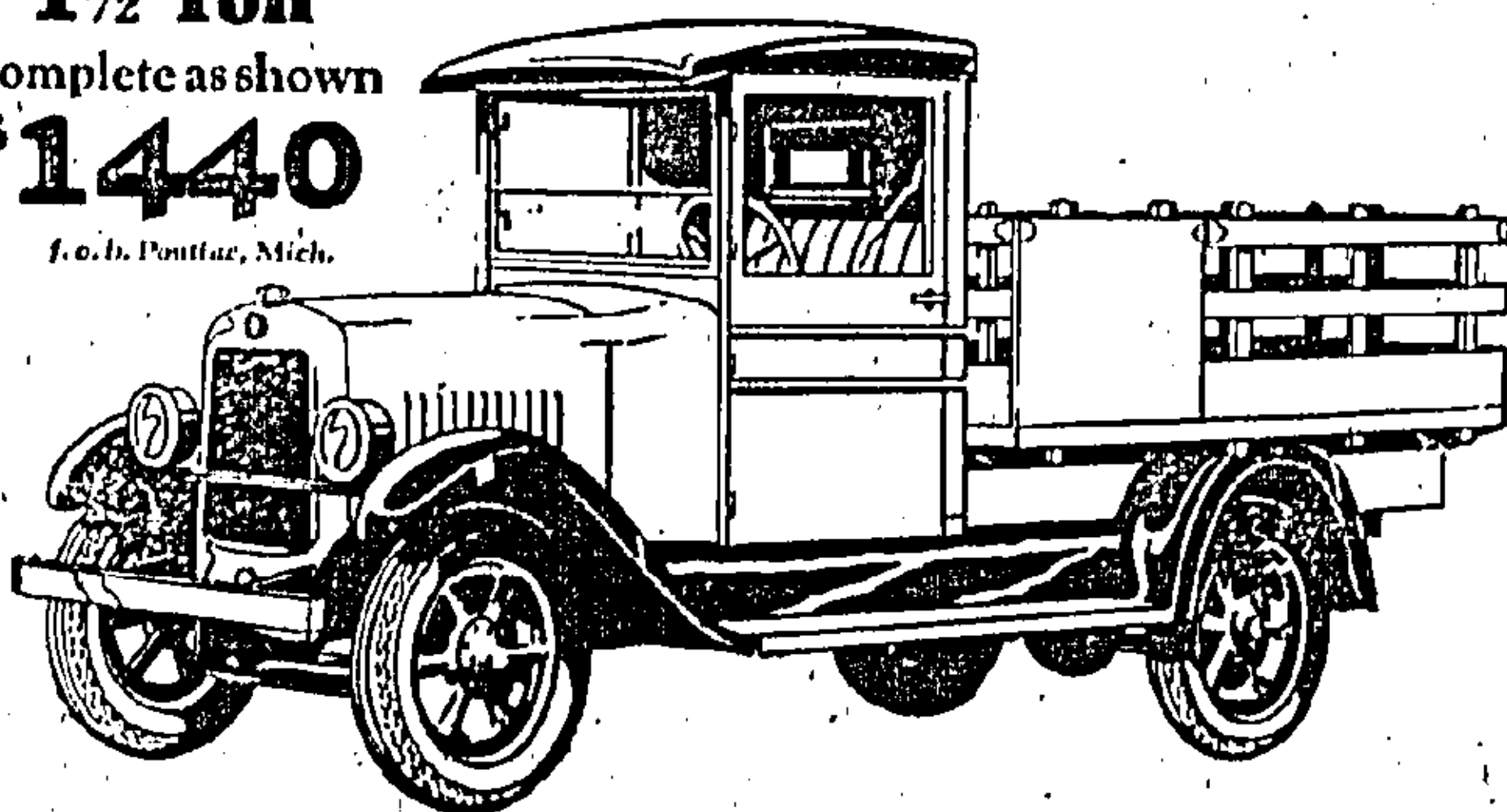
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ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

GENERAL MOTORS TRUCKS

With
BUICK
Six Cylinder Engine
1 1/2 Ton
Complete as shown
\$1440
F. O. B. Pontiac, Mich.



3 Great Series

Powered by the PONTIAC

Six Cylinder Engine
1000-lb. chassis - \$585
With Screen Body - \$760
With Panel Body - \$770
2000-lb. chassis - \$745

Powered by the BUICK

Six Cylinder Engine
Chassis Prices
One Ton - \$1095
One and one-half ton - \$1185
Two Ton - \$1950
(Consumable (free level gear drive)
Two Ton - \$2350
(Solid (free) worm gear drive)

Powered by the BIG BRUTE

Heavy Duty Engine
2 1/2 tons to 15 tons capacity
prices ranging from
\$3690 to \$5820
All prices F. O. B. Pontiac, Mich.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD. ... HAPPY VALLEY.

A HAPPY THOUGHT!

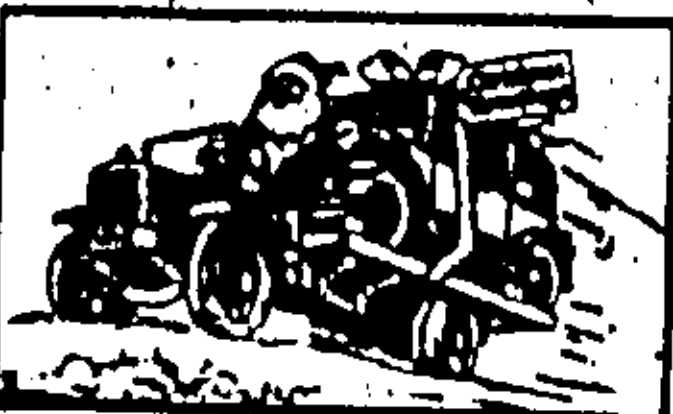
WHAT Gift could give greater pleasure than a Motor Car?

and—what a choice!

STUDEBAKER, ERSKINE, MORRIS, CHEVROLET.

Arrange for us to deliver one on Christmas Morning

HONGKONG HOTEL GARAGE.



Hongkong Telegraph.

Pictorial Supplement

November 17th, 1928.

TO OUR READERS

We shall be pleased to receive photographs of interest, for reproduction in this Supplement.



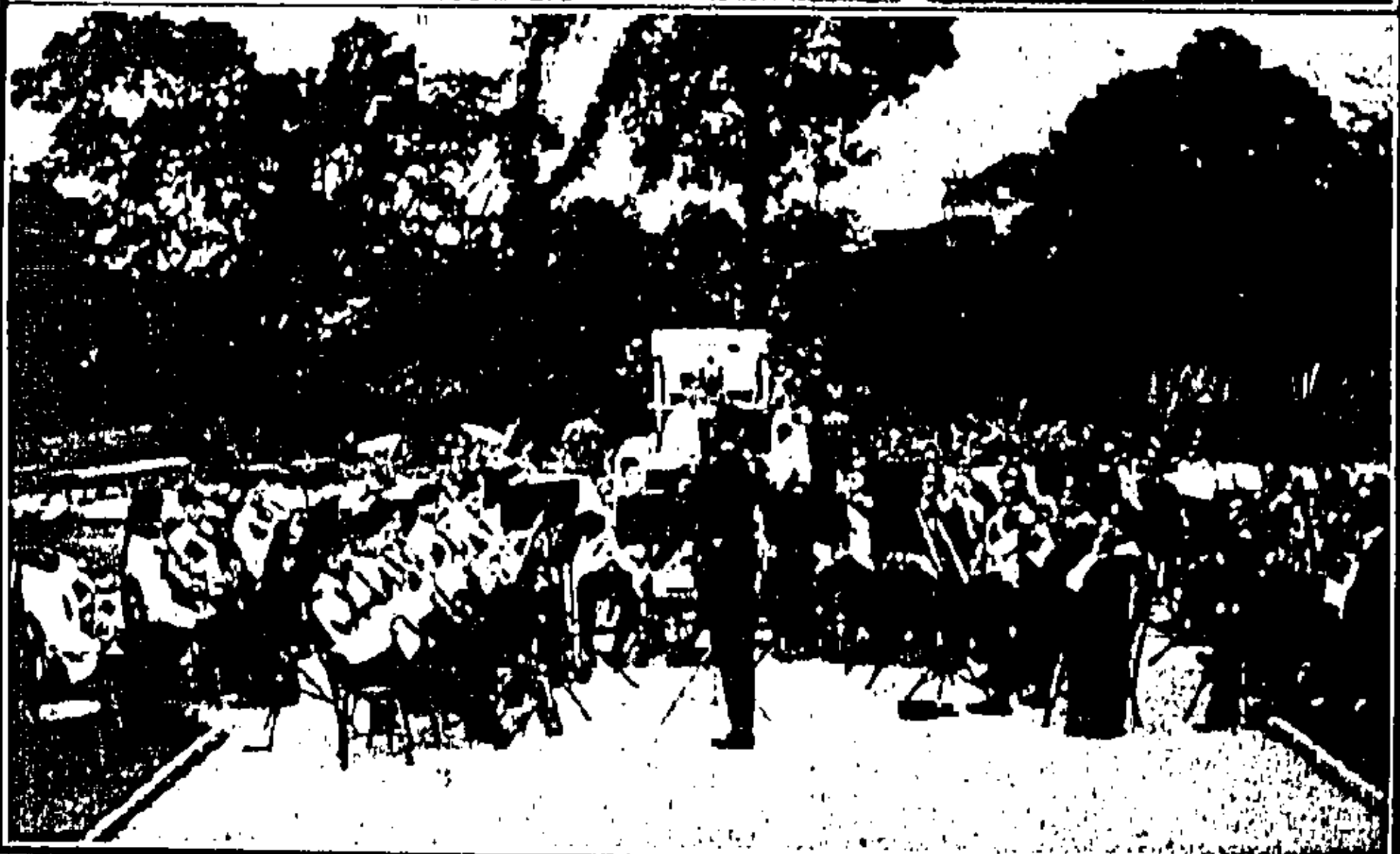
The "Evo" four, with Mr. R. Sutherland and Mr. A. Murdoch (cox), which won the Hornell Cup at last Saturday's Yacht Club regatta. (Photo: Mee Cheung).



H.E. the Officer Administering the Government (the Hon. Mr. W. T. Southern), unveiling the Memorial to the late Pte. F. M. Soares, at the Club de Recreo, on Armistice Day. (Photo: Mee Cheung).



At the yard of Messrs. W. S. Bailey and Co., there was recently launched a new boat for the Chinese Navy. In the above picture Admiral Chan Chak is third from left in the front row, there being Chinese naval officers whilst seated in front are the officers' wives and Mrs. W. S. Bailey. Mrs. Bailey is seen standing on the steps of the launching platform. (Photo: A Leung).



The first public band concert in the Botanic Gardens, given by the Band of the K.O.S. Borderers on Friday last. (Photo: Mee Cheung).



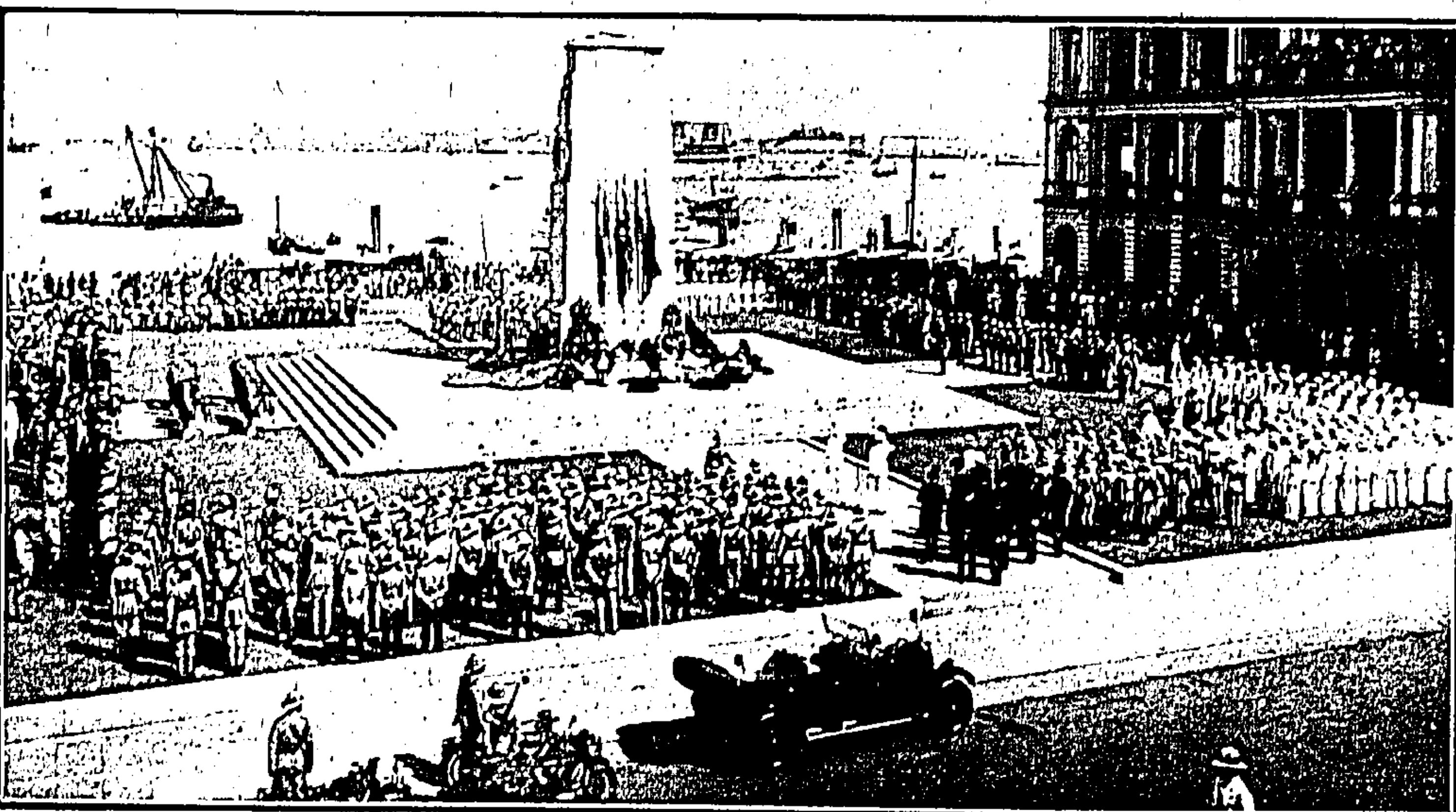
Mr. Charles and Mr. Harriman have winning smiles as their successful mounts were led in at the Extra Race Meeting on Saturday. (Photo: Mee Cheung).



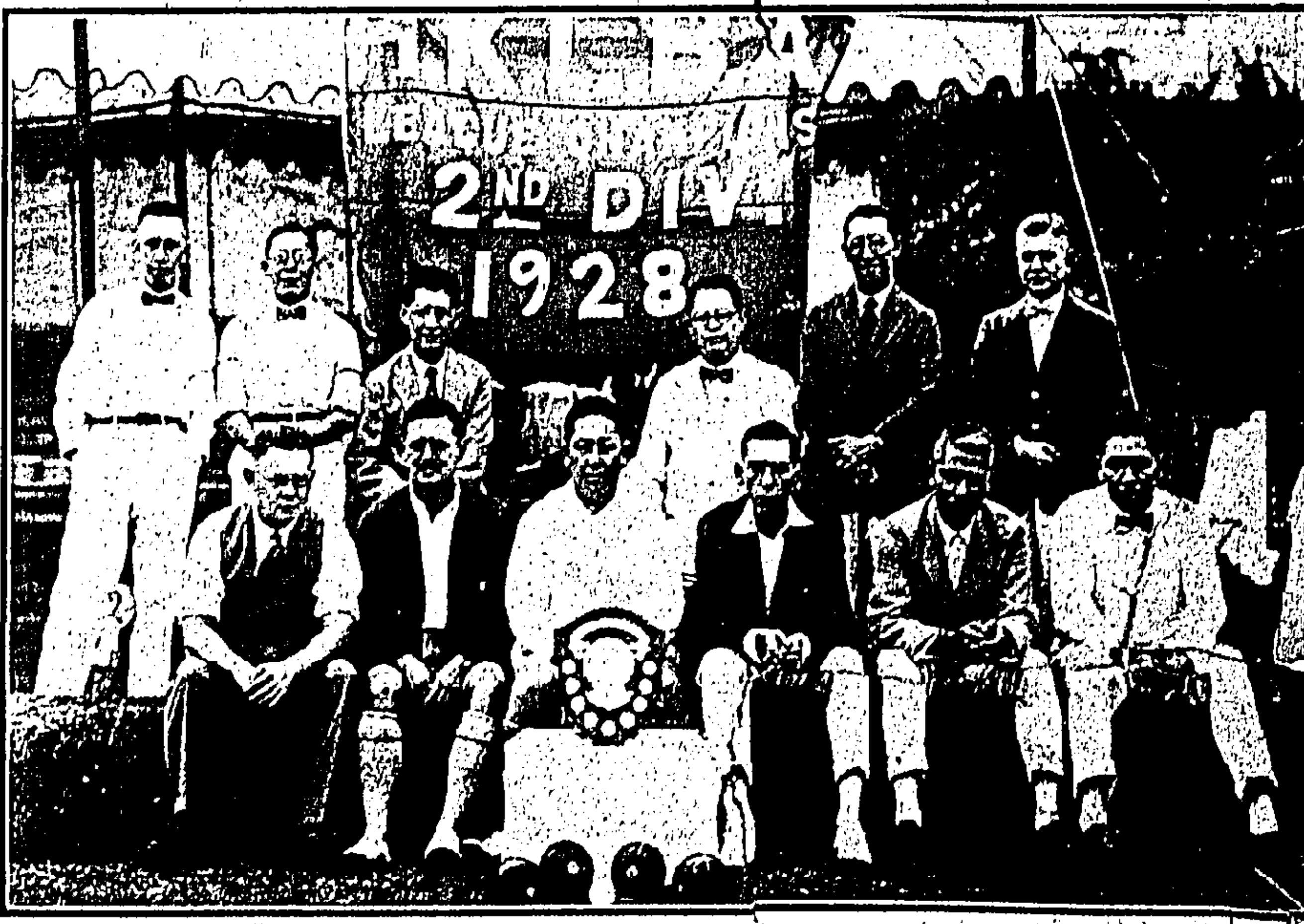
A Chinese mother shows keen interest in Poppy Day sale on Sunday, when over \$5,000 was raised in Hongkong. (Photo: Ming Yuen).



Gen. Cheung Wal-cheung, Col. Wong Yuk-pui and Col. Yeung Koon-yu, photographed with their Ryan monoplane in which they are flying from Canton to Peking and back, the first long-distance Chinese flight.



The usual impressive Canotaph ceremony was held on Armistice Day, the above picture showing H.E. the Officer Administering the Government saluting the memorial after the laying on of wreaths. (Photo: Mee Cheung).

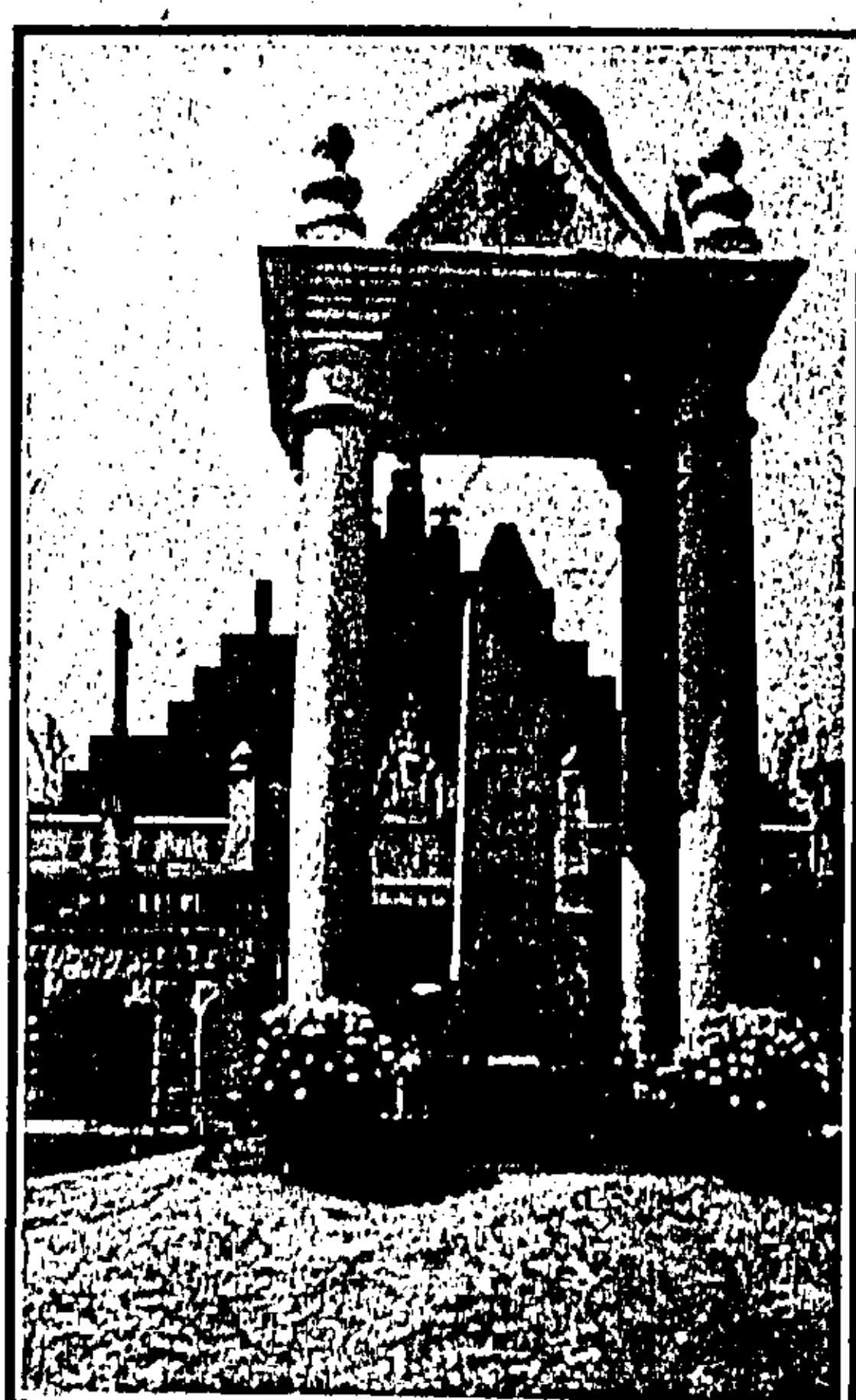


The Club de Recreo lawn bowls team which has this year won the championship of the Second Division. The above photograph was taken at the "At Home" on last. (Photo: Mee Cheung).



The many activities of the South China Athletic Association were demonstrated on Sunday, when an "At Home" was held at Happy Valley. In the above photograph, taken by a special "Cirkut" camera are to be seen John's Ambulance men, Boy Scouts, athletics, footballers, baseball and ping-pong players, Chin War boxers, the Association's band and other sports enthusiasts, for all of whom the Association caters. In the centre of the picture will be seen Mrs. H. T. Creasy, Sir Shouson Chow, Mr. Li Yuen, the Rev. G. T. Waldegrave, and officials of the Association. (Photo: Mee Cheung).

NATIONAL PARK IN CANTON.



One of the most-prized memorials in Canton is that which is erected in the National Park on the memory of the Seventy-two Sun Flower Hill (known to the Chinese as "Wong Fu Kong") to memorialize the memory of the men who first gave their lives in Canton in the cause of the Revolution.

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A GREAT NOVELIST.

Mr. JOHN GALSWORTHY.
(By Eric Gillott.)

Writing twelve years ago, Miss Sheila Kaye-Smith, in her monograph on Mr. Galsworthy, advanced the opinion that he "takes his place in modern literature chiefly by virtue of his plays. Criticism may to a certain extent damage him as a novelist, but the most searching critics cannot leave him anything less than a great playwright." This was the considered opinion of an able and disinterested critic, and it is a timely reminder, when read to-day, that before the triumphant publication of "The Forsyte Saga" and the volume of short stories entitled "Caravan," Galsworthy's reputation rested mainly on "The Silver Box," "Strife," and "Justice." In those days Galsworthy audiences were largely recruited from the ranks of those who now flock eagerly to representations of the plays of Tchekov and Pirandello. He has not changed his methods drastically since, but his increased command of dramatic technique has enabled him to conquer the popular theatre and such plays as "The Skin Game" and "Loyalties" have run for hundreds of nights in the West End of London.

In his plays it is Galsworthy's practice to place a situation or condition of affairs before his audience without attempting a solution of the problem: "Justice," for instance, is directed against prison conditions, and especially against solitary confinement, and the fairness with which the prison officers are portrayed is typical of the dramatist's method. "Strife" shows the terrible results of a strike and "The Silver Box" gives a haunting picture of the effect of a first theft upon a very poor family.

No Over Emphasis.

The treatment of all three problems is carried through on the same lines. There is not a suspicion of over emphasis, the incidents of the story are shown with almost photographic realism, and the introduction of scenes in a Court of Justice, in a Board Room, and in a prison are quite free from the qualities which are usually associated with dramatic presentation. By way of criticism of Mr. Galsworthy's methods in these early plays, one can only remark that he makes the most of his cases; a cruel fate seems to mark down his unfortunate and hounds them down until it is impossible for them to find any pleasure in life.



In "Justice," a powerful indictment of the solitary confinement system, he is careful to show the essential fairness of the Governor and Doctor, and he allows himself only one gibe at the expense of the Prison Chaplain, who is asked for some particulars of a young Nonconformist serving a term of imprisonment for forgery. The Chaplain replies: "He's a young man with large, rather peculiar eyes, isn't he? Not Church of England, I think?"

Mr. Galsworthy is concerned rather with the state of things than with individual criminals. His anger is directed against a civilization which allows one man to escape on payment of a fine, when another is compelled to serve a term of imprisonment, short though it may be. Years ago Mr. Galsworthy laid down the rules which guided him in writing these early plays: "A good plot is that sure edifice which slowly rises out of the inter-play of circumstance, on temperament and temperament on circumstance, within the enclosing atmosphere of an idea."

Austere Dramatic Writing. He is convinced of the necessity of austere dramatic writing. One does not look for brilliant epigrams in his work. One is perpetually conscious of the author's purpose, his determination to further the progress of his story with every word that his characters speak. Latterly his sense of theatrical requirements has occasionally induced him to forget this fine integrity of purpose, with the result that "Loyal-

AN OLD BILL OF LADING.

A BRIEF AND SIMPLE DOCUMENT.



Greatly in contrast to the involved and lengthily-worded Bills of Lading of to-day, regarding which there is now an attempt being made to simplify them, was the form in use 100 years ago. Above is seen a photographic copy of an old Bill of Lading which is exhibited in the office of Mr. J. M. da Rocha, at 2, Connaught Road, referring to a shipment of opium of his grandfather who, in 1862, was a merchant in business at Macao.

The translation of the above document is as follows:

"I, Jono Thomas de Aquino declare as Captain of the Brig by name 'Desempenho' at present lying at anchor in port of this City and by God's Grace will proceed on a voyage to the port of Macao, and having received on board certain well-conditioned merchandise for account and risk of Mr. Vicente Caetano da Rocha or order, four chests of Malva Opium first grade, from Damiao, weighing 140 'Arrabus' with the mark as on margin, I undertake and promise to deliver safely with the help of God, in

like manner to Mr. Vicente Caetano da Rocha or his order in the port of Macao.

"Freight prepaid, \$16.—(sixteen) per chest.

"In witness whereof, I or owners of this Brig have signed three Bills of Lading, one of which Bill of Ladings being accomplished the others to stand void.

Damiao 1st June 1820.

"Shorthand and Damage are for account of the Company.

"Joaquim Vidal, Clerk."

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For the Girl in Her 'Teens

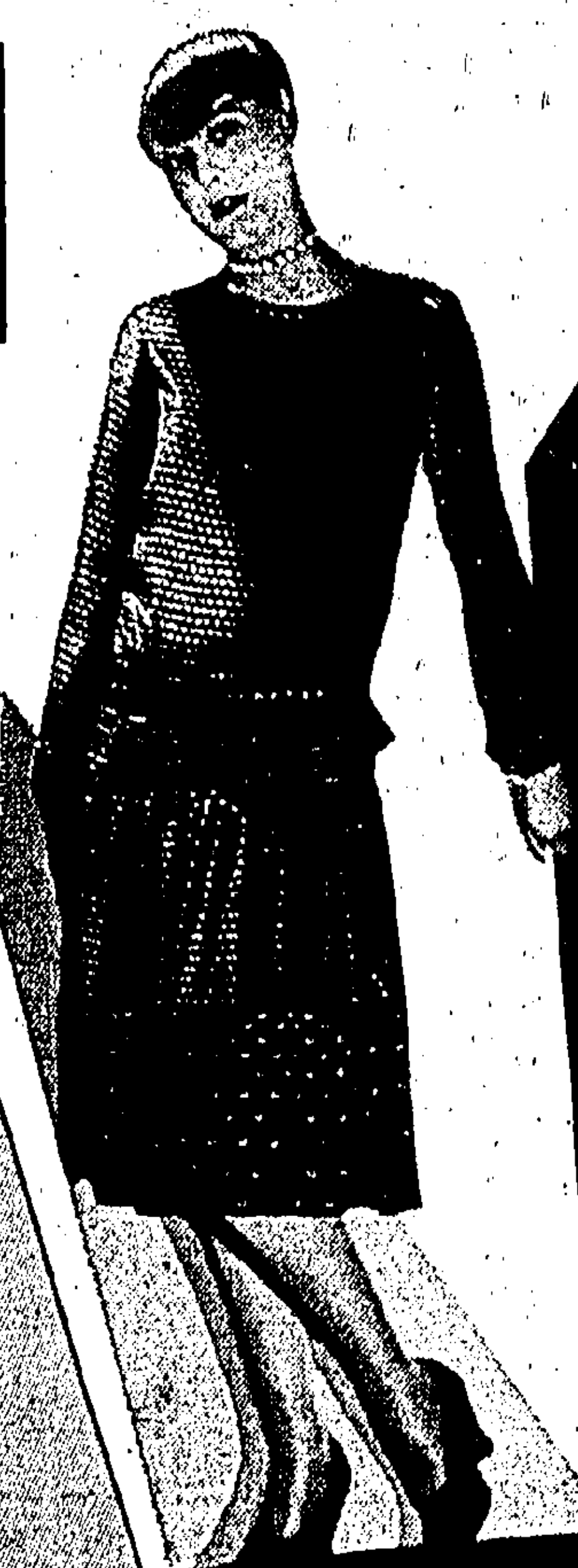
—And the Girl
Who Won't Admit
She's Out of Them



Swanky Trench Coat
In Brown Suede . . .
The Belt Ties, Shoes
Are Prince of Wales
Oxfords and the Purse
Is a Round Paton
Of Brown Russell
From Best & Co., N. Y.



Fine Seaming, Circular
Skirt and Novelty Belt.
Give Youthful Charm
To This Beige Woolen
Frock From Best's, N. Y.



A Popular Chiffon Velvet
From Bernard et Cie . . .
Red Dots on a Blue Ground
With Red Wooden Beads



Four Panels of Box Pleats
Attached to a Pointed Yoke
And a Rear Scarf Collar
On a "Little Frock" of Navy Repp
From Best's N. Y.



A Light Beige
Cora Maroon Hat
Simply Trimmed
In Moire Ribbon
Of Blue and Green

SIMPLICITY, in its many and graceful forms, is the ideal costume for a young girl, whether it is in sport clothes, dressier afternoon apparel or her first party gown.

This winter, clothes for the younger generation adapt many of the style points of the mature styles. But they never borrow them outright. For there must be nothing sophisticated about an adolescent girl's clothes, or they fail in their appropriateness.

The circular skirt theme is very good for young folks this autumn. The uneven skirt is not. Yokes both for bodices and skirts are good, for they carry with them a youthful note.

Young girls have their own ideas of dress nowadays. Tweeds are the choice par excellence, for serviceable attire for suits and "little frocks." Covert cloth, diagonal twills, repps in fine lines and other roughish fabrics are extremely chic and suitable. Crepe de chine, velvet and satin are the dressier choices.

Blues are of the finest choices one can make in selecting colours for the adolescent girl. This year the medium blue is lovely with clear, young faces. Ruddy browns, tawny yellows, hard greens, bright red and tans are all on youth's colour card this winter.

For evening baby blue and pinks of all shades are excellent, followed by that glowing, warm yellow known as daffodil.

SUITS are especially good this year for the young girl. But it should be a plain tailored suit, a cardigan with pleated skirt or one of the trend ensembles with three-quarters coat.

The "little frocks" are perhaps the season's triumph. They combine the joyous nonchalance of youth with the lady-like restraint of the maturer years ahead of the wearer.

The frock shown at the top centre

is a novelty kasha-like woollen, in a beige basket weave with just a touch of golden brown glinting through it. This features the circular skirt, the neck yoke and the new fuller sleeve that is apt to buckle shut into a tight cuff.

Fine seaming marks off in points the line where the skirt joins the waist portion and the same fine seaming outlines the round yoke that dips to a sweet point.

The only ornament this frock takes is its smart leather belt, a wide one of brown calf green Morocco with a novel fastening of two leather loops.

Navy blue repp fashions the "little frock" at the upper right, while bright red patent leather belt and flower ornament, worn at the point of the V neck, enliven it.

This frock has four panels of box pleats, attached to a pointed skirt yoke, with the back line running straight across the hips. Its V neckline has bandings of self material and the sleeves have similar bandings enriching them to elbow length.

A smart narrow scarf collar across the back is attached at each shoulder seam and knots in sailor fashion about shoulder depth, while its ends swing below the hips.

NOTHING is smarter on the school girl than the trench coat of tan, brown or green suede, around which she ties a self-belt, rather than buckle it.

Such a coat of restrained flare is shown at the upper left. It has roomy pockets, snappy buckled cuffs and a collar that can be fastened clear to the chin or left open.

As proper accessories for such a coat, the young girl must choose beautifully tailored things, but not fancy ones. A smart little hat, with half a brim and only a grosgrain or leather banding is quite appropriate.

Long ago nothing deserved more thought than the so-called "Sunday dress." As such, it has disappeared

entirely. This season we have a new term, "lady dress." Young girls follow the fashion set by older arbiters of fashion and ask that some of their informal frocks give them that quiet air of gracious sedateness so charming in a woman.

Such a frock is the little velvet one shown at the top of the page. It is a medium blue, polka-dotted by half-moons of a soft light red and trimmed with a deep hem, belt and neckline of red wooden beads in the same shade.

A full skirt is shirred to simulate a front skirt yoke and the luxurious softness of the full panel falls gracefully. The sleeves have puffs of plain velvet polka-dotted in the bands that tie shut with a tiny bow.

CHOOSING the proper hat for the young girl is a difficult feat. For too old a hat spoils everything and too young a one makes it look as if her mother is trying to keep her a child.

The model of light beige felt shown in the circle has its sides slightly uneven, with a couple of pleats on the wider side, for extra chic. A moire ribbon bands it, with a knot tied on the side and its slashed ends hanging off the edge of the felt. This moire ribbon has several shades of blue and green in it.

An evening frock of extreme simplicity is the one of pink crepe satin shown at the lower right. It has fine sequin embroidery in a deeper shade of rose to trim it. There is no speck of ornamentation that is not an essential part of it.

It has a neckline that only extreme youth can wear well, simple armholes, a slightly molded bodice and then a beautifully fitted skirt.

Deeper rose fashions the waistline belt and the front bow, both of which are heavily sequined in rose. Rose sequins hem the frock, too, and fashion a tiny shoulder rose boutonniere on one shoulder.



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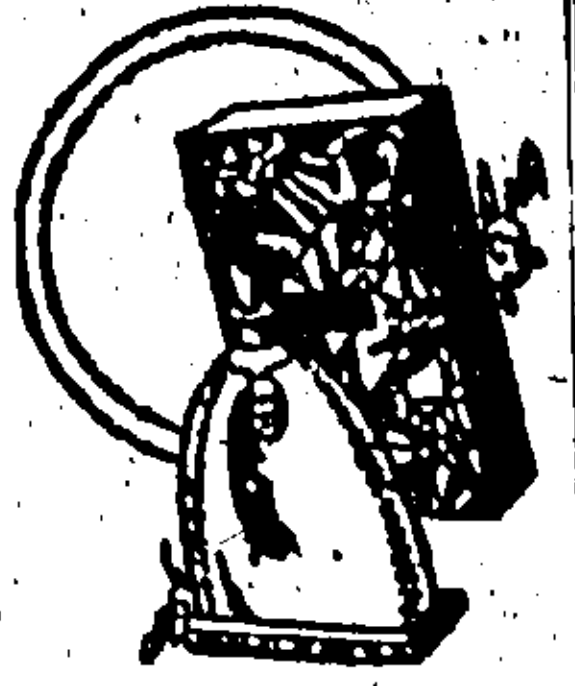
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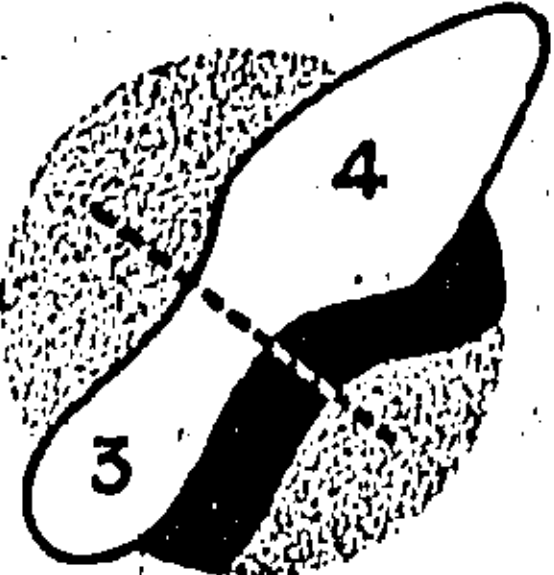
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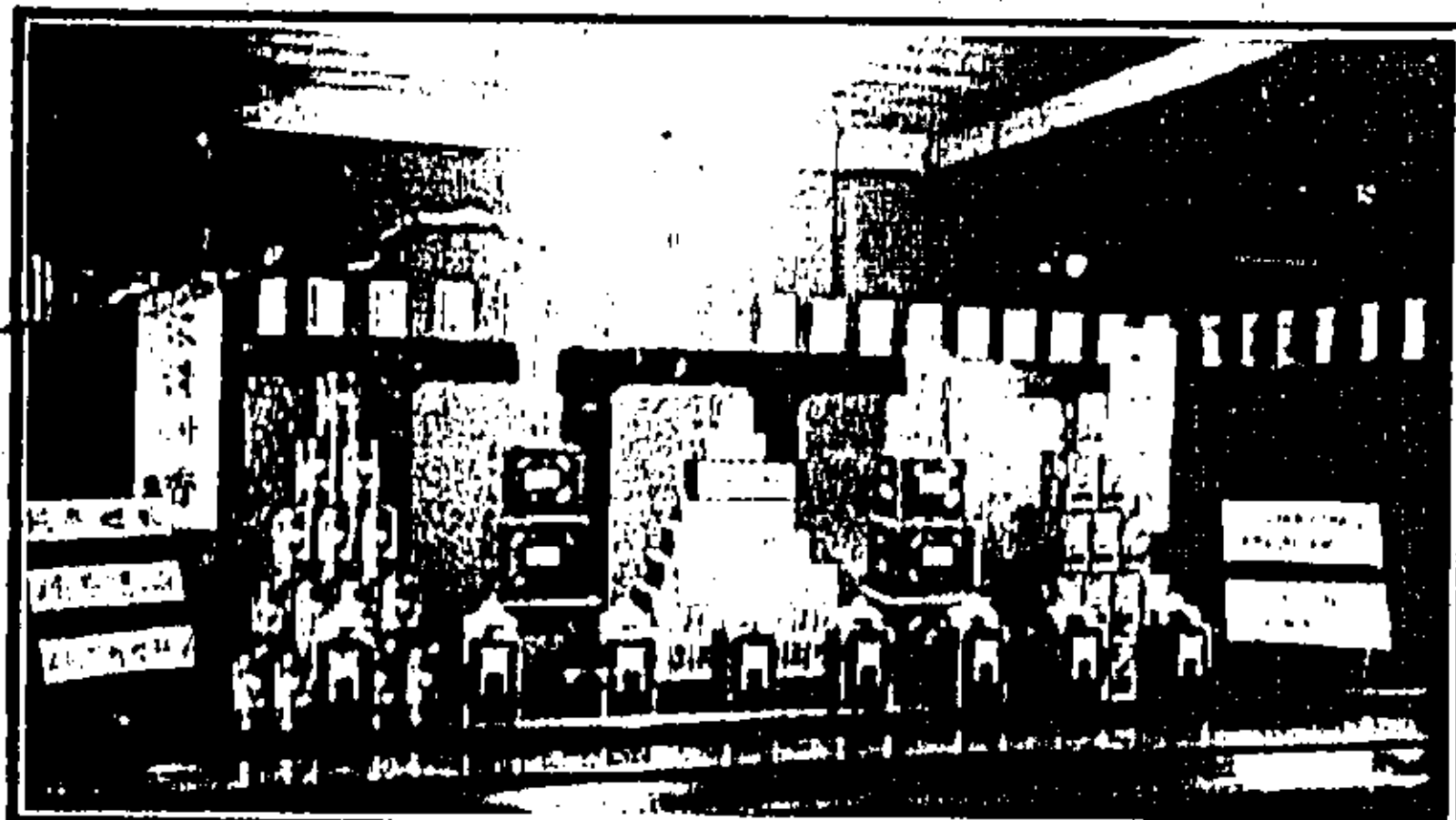


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The newly-formed Ewo football team which is meeting with much success in the Mid-Week League. (Photo: Ming Yuen).



Members of the local Diplomatic Body photographed at the Cenotaph on Armistice Day when the usual commemorative ceremony was held. (Photo: Mee Cheung).



The above pictures were taken during the Japanese sports, held at Sookumpoo on Sunday, in connexion with the celebration of the Coronation of the Emperor of Japan. (Photo: Mee Cheung).



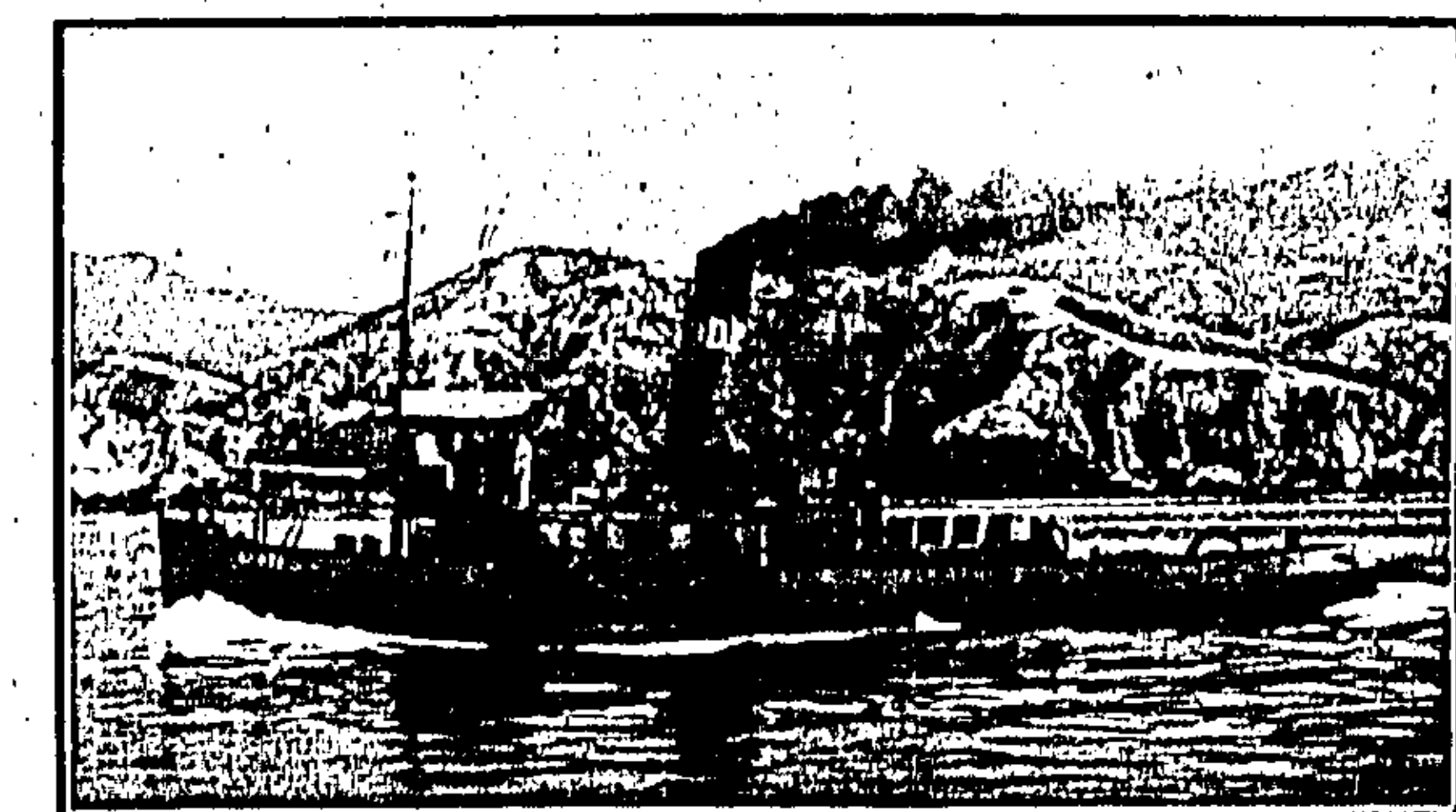
Group photograph of the students of St. Stephen's Girls' College who have been successful in entering the University. In the centre is seen the Headmistress, Miss Griffin.



The first annual dinner of the Guards Association was held on Friday last, when the above flashlight photograph was taken. (Photo: Mee Cheung).



Among the Armistice Day ceremonies was the laying of wreaths on the Chinese memorial in the Botanic Gardens, the above photograph being taken just after the wreaths had been deposited. (Photo: Mee Cheung).



Speed trials of the new tugboat "Berta" which has been built by Messrs. W. S. Bailey and Co., Ltd., for the Maeno Government.



H.E. the Officer Administering the Government laid the foundation stone on Tuesday afternoon, of the new Rice Hall, of the Hongkong University, the above photograph being taken during the ceremony. (Photo: Mee Cheung).



Egg and spoon race in progress at the Club de Recreio sports held on Monday. (Photo: Mee Cheung).